



CITY OF MILPITAS

Mailing Address: 455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov
Temporary Location: 1210 Great Mall Drive

MITIGATED NEGATIVE DECLARATION **P-EA2003-8**

Project Title: Vesting Major Tentative Map (P-MA2003-2) for a 19-lot single-family residential subdivision.

Project Location: 1405 Kennedy Drive, Milpitas, CA (APN 029-41-024)

Project Description: The proposal is to subdivide a 3.6-acre site into 19 single-family residential lots. The site is currently developed as a church, and the project includes demolition of the existing church building, parking lot and landscaping. This land subdivision will accommodate the development of 19 single-family detached homes.

Project Proponent: The Riding Group, Attn: Kendall Riding or Tom Quaglia, 99 Almaden Blvd., Ste. 720, San Jose, CA 95113

The City of Milpitas Planning Division has reviewed the Initial Study/Environmental Impact Assessment for the above project and based on the information contained in the Environmental Information Form and the Initial Study/Environmental Impact Assessment, the Planning Division finds that the project will have no significant impact upon the environment with implementation of the mitigation measures recommended in the Initial Study/Environmental Impact Assessment.

Copies of the Environmental Information Form and Initial Study/Environmental Impact Assessment may be obtained at the Milpitas Planning Division, 455 E. Calaveras Boulevard, Milpitas, CA 95035.

By: *Janet Hayden*
Planning Manager

By: *Anneta [Signature]*
Project Planner

Approved by the Milpitas City Council

____ day of _____, 2003

Forwarded to the County Clerk on this

____ day of _____, 2003

by _____



ENVIRONMENTAL IMPACT ASSESSMENT NO: P-EA2003-8

Planning Division

455 E. Calaveras Blvd., Milpitas, CA 95035

(408) 586-3279

Prepared by: Annelise Judd July 10, 2003

date

Title: Assistant Planner

1. Project title: Vesting Major Tentative Map (P-MA2003-2) for a 19-lot single-family residential subdivision.
2. Lead Agency Name and Address: City of Milpitas, 455 E. Calaveras Blvd., Milpitas, CA 95035
2. Project location: 1405 Kennedy Drive, Milpitas, CA 95035 (APN 29-41-024)
3. Project sponsor's name and address:
The Riding Group, Attn: Kendall Riding or Tom Quaglia, 99 Almaden Blvd., Ste. 720, San Jose, CA 95113
4. General plan designation: Single-family residential low density residential with 6,000 sq. ft. minimum lot size) 5. Zoning: R1-6 (Single-family
6. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
The proposal is to subdivide a 3.6-acre site into 19 single-family residential lots with 6,000 square-foot minimum lot size. The site is currently developed as a church, and the project includes demolition of the existing church building, parking lot and landscaping. The only discretionary City action required is approval of the major tentative map describing the 19 proposed lots. This land subdivision will accommodate the development of 19 single-family detached homes. Subsequent construction of homes on the lots will require building permits only; there is no discretionary City approval required for these, due to the existing zoning.
7. Surrounding land uses and setting: Briefly describe the project's surroundings:
The project site is surrounded to the east, west and north by existing single-family homes on 6,000 square-foot minimum lot sizes. The following land uses exist to the south of the site: a City park (Cardoza Park), duplex homes, and an elementary school (William Burnett School).
8. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |

- | | | |
|--|---|---|
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 7-15-03

Timberly Skyles
Planning Manager

[Signature]
Project Planner

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
I. AESTHETICS:						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 13, 16, 17
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 13, 16, 17
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 13, 16, 17
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 13, 16, 17
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 11, 12, 13, 16, 17
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 11, 12, 13, 16, 17
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 11, 12, 13, 16, 17

WILL THE PROJECT:	IMPACT					
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	Source

III. AIR QUALITY: (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations). Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9, 18
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9, 18
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9, 18
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 9
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18
IV. BIOLOGICAL RESOURCES: Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish & Games or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 16, 17
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish & Games or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 16, 17

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 16, 17
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 16, 17
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 16, 17
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 16, 17
V. CULTURAL RESOURCES: Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 14
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 14
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 14
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 14
VI. GEOLOGY AND SOILS: Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						

WILL THE PROJECT:	IMPACT					
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	Source

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 17
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 17
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 8, 17
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 17, 18
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 17
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 17
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 8, 17
VII. HAZARDS AND HAZARDOUS MATERIALS:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
mile of an existing or proposed school?						11, 12, 17
d) Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 17
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 25
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
VIII. HYDROLOGY AND WATER QUALITY:						
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18, 20, 21
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 17, 18
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or situation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 16, 17, 18

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 16, 18, 19
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff as it relates to C3 regulations for development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 17, 18
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 19
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 19
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 17, 19
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 17
IX. LAND USE AND PLANNING:						
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 16, 17

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 17
X. MINERAL RESOURCES:						
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11
XI. NOISE:						
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 11, 26
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 11, 18
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 16, 17, 18
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 16, 17, 18, 26

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 17
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12
XII. POPULATION AND HOUSING:						
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 11, 12
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 16, 17
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 16, 17
XIII. PUBLIC SERVICES:						
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 18, 25
XIV. RECREATION:						

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 11, 12, 17, 18, 24
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have been an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18
XV. TRANSPORTATION/TRAFFIC: Would the project:						
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 27
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 27
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 12, 17
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 25
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 12

WILL THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 21
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 20, 21
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 18, 22
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 20
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 21
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 18
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 18

WILL THE PROJECT:	IMPACT					
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact	Source

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:						
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 11, 14, 16, 17, 18
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 17, 18, 27
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 8, 9, 18

ENVIRONMENTAL IMPACT ASSESSMENT
SOURCE KEY

1. Environmental Information Form submitted by applicant
2. Project plans
3. Site Specific Geologic Report submitted by applicant
4. Traffic Impact Analysis submitted by applicant
5. Acoustical Report submitted by applicant
6. Archaeological Reconnaissance Report submitted by applicant
7. Other EIA or EIR (appropriate excerpts attached)
8. Alquist-Priolo Special Studies Zones Maps
9. BAAQMD Guidelines for Assessing Impacts of Projects and Plans
10. Santa Clara Valley Water District
11. Milpitas General Plan Map and Text
12. Milpitas Midtown Specific Plan Map and Text
12. Zoning Ordinance and Map
13. Aerial Photos
14. Register of Cultural Resources in Milpitas
15. Inventory of Potential Cultural Resources in Milpitas
16. Field Inspection
17. Planner's Knowledge of Area
18. Experience with other project of this size and nature
19. Flood Insurance Rate Map, September 1998
20. June 1994 Water Master Plan
21. June 1994 Sewer Master Plan
22. July 2001, Storm Master Plan
23. City of Milpitas Bikeway Master Plan
24. City of Milpitas Trails Master Plan
25. City of Milpitas Fire Dept.
26. City of Milpitas Noise Ordinance
27. Project's Traffic Study, dated June 18, 2003

ENVIRONMENTAL IMPACT ASSESSMENT NO. P-EA2003-8

19-Lot Single-Family Residential Subdivision at 1405 Kennedy Drive (P-MA2003-2)

Proposed Project:

The proposal is to subdivide a 3.6-acre site into 19 single-family residential lots, with 6,000 square-foot minimum lot size, and construct a public street with cul-de-sac to serve the new lots. The new cul-de-sac street would access Kennedy Drive, lining up with Fanyon Street, an existing street which currently dead-ends at Kennedy Drive. Approximately 2.6 acres of the site are currently developed as a church (with the remaining one acre undeveloped), and the project includes demolition of the existing church building, parking lot and landscaping.

The existing General Plan and zoning designations for the project site are for single-family residential land use, and the proposed project is consistent with the lot size and development standards associated with this district. This land subdivision will accommodate the development of 19 single-family detached homes. The only discretionary City action required is approval of the major tentative map describing the 19 proposed lots. Subsequent construction of homes on the lots will require building permits only; there is no discretionary City approval required for these, due to the existing zoning.

EXPLANATION OF IMPACTS

Response to Questions I a-d (Aesthetics):

No negative aesthetic impacts are anticipated because the resulting subdivision and single-family homes will be of the same density as the surrounding homes to the north, east and west. Future homes would be single- and two-story structures, developed in compliance with the development standards (yard setbacks, building height, front yard coverage) of the R1-6 zoning district in which the site and surrounding parcels to the north, east and west are located. The proposed lot layout includes orienting the four proposed lots along Kennedy Drive in the same manner as the existing residential parcels to the east and west of the project site, resulting in a consistent streetscape view (front yards, fronts of homes) as that existing.

The project will not generate substantial light or glare. Lighting from the project will be consistent with lighting associated with existing development in the vicinity.

Response to Questions III a-d (Air Quality) and XVII b (Cumulative Impacts):

The proposed project is not anticipated to violate any ambient air quality standards or to contribute substantially to an existing air quality violation. Anticipated air quality impacts involve air emissions associated with automobile use by future residents of 19 single-family homes.

Air quality impacts associated with the construction period are anticipated to consist of airborne dust particles as earthwork commences. This stray dust has the potential for nuisance and could be considered significant on a temporary and localized basis. Implementation of the mitigation measures listed below will reduce this air quality impact to a non-significant level.

Mitigation Measure

During all construction activities on-site, the project applicant/developer shall adhere to the following Best Management Practices as suggested by BAAQMD:

- 1. Watering all active construction areas twice daily and more often during windy periods. Active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.;*
- 2. Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least a 2 feet freeboard level within their truck beds;*
- 3. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.*
- 4. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;*
- 5. Sweep streets daily with water sweeper if visible soil material is carried onto adjacent public streets;*
- 6. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more);*
- 7. Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);*
- 8. Limit traffic speeds on unpaved areas to 15 mph;*
- 9. Install sandbags or other erosion control measures to prevent silt runoff to public roadways;*
- 10. Plant vegetation in disturbed areas as quickly as possible;*
- 11. Suspend excavation and grading (all earthmoving or other dust-producing activities) or equipment during periods of high winds when watering cannot eliminate visible dust plumes.*

Response to Questions IV a-f (Biological Resources):

The project site is currently developed with a church, parking lot and landscaping, and is located within an area of the City that is developed with residences, a park and an elementary school. As such, it is not suitable for habitat or foraging for the Western Burrowing Owl, which is designated by the California Department of Fish and Game (CDFG) as a Species of Special Concern, and no significant adverse impacts to plant or animal life are anticipated to result from the project.

Response to Questions VI a-e (Geology and Soils) and XVII c (Adverse Effects):

Because of its location within the San Francisco Bay Area, the project site is subject to secondary seismic hazards resulting from Bay Area earthquakes. The potential secondary effects include damage relating to ground failure due to liquefaction and structural damage due to vibrations. The City's building permit process requires a site-specific soils report and compliance with seismic safety construction standards. In addition, the following mitigation measure is recommended, in accordance with State requirements, to ensure that this impact is considered to be insignificant:

Mitigation Measure

- 1. Prior to building permit issuance, the applicant shall submit to the City's Building Division a design-level geotechnical investigation for the project, to address the potential geologic hazards*

identified in the Initial Study on the site. Potential impacts resulting from liquefaction-induced settlements and lateral spreading shall be mitigated by following the recommendations of the design-level geotechnical investigation. Structures and foundations shall be designed based upon the results of a detailed analysis of liquefaction potential on the building site. The project building and structures shall be designed and constructed in conformance with the requirements of the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.

The project site includes expansive soil, which is addressed by existing building codes for structures and paving. The building code requirements will be enforced for this project as part of the City's building permit review and construction inspection processes. As a result, project construction and occupation will incur no significant impacts regarding expansive soils.

Response to Questions VIII a-j (Hydrology and Water Quality):

The project will ultimately result in the development of a standard public street/cul-de-sac and 19 single-family residences, with associated impervious surfaces such as buildings, paved driveways and patios. These impervious surfaces generate runoff while preventing stormwater from seeping into the ground. Stormwater runoff carries silt and pollutants into the storm drain system and ultimately the San Francisco Bay, negatively impacting the water quality of streams and the Bay.

Staff recommends the following mitigation measures for future residential construction to minimize the amount of runoff from the project site:

Mitigation Measures

- 1. Rainwater gutters/downspouts shall be directed to landscaped areas.*
- 2. Front yard landscaping shall be installed prior to final building inspection/occupancy.*

More stringent measures are not recommended because of the following: (1) the formal C.3 provisions of the City's National Pollution Discharge Elimination System (NPDES) permit, relating to urban runoff, are not applicable to this project; and (2) the impervious surfaces associated with the ultimate project build-out are anticipated to be less than those currently existing with the church development (44% anticipated, as compared to approximately 64% existing).

Response to Questions IX a-c (Land Use and Planning):

The project site is currently designated for Single-Family Low Density Residential land use, while the current zoning is R1-6 (Single-Family Residential). The proposed project is consistent with the existing General Plan and zoning designations for the site, and no General Plan amendment or zone change is requested as part of this project.

Response to Questions XI a-d (Noise):

Project construction noise may create a temporary adverse impact to surrounding residential land uses. Therefore, the following mitigation measures is recommended:

Mitigation Measure

- 1. Project grading and construction activities shall not occur outside the hours of 7:00 AM to 7:00 PM on weekdays and weekends, and shall not occur on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, as per the City of Milpitas Noise Ordinance.*

Response to Question XII a (Population and Housing):

The project will increase population growth by about 73 persons by adding 19 homes to the residential housing stock (19 homes X 3.87 persons per household). This is not considered to be a significant impact. It is also not an unanticipated increase, since the project site is already planned and zoned for single-family residential use.

Response to Question XIII a (Public Services):

The project is not anticipated to create any adverse impacts regarding fire or police protection, schools or parks provision. The street and cul-de-sac will be designed to provide adequate emergency access for police and fire responses. The Milpitas Unified School District has been notified of the proposed subdivision, and will collect school impact fees at the time of building permit issuance for the homes. The project proponent will also pay a park dedication in-lieu fee according to the City's Subdivision Ordinance, such fee to contribute towards future park improvements within the City.

Response to Question IV a (Recreation):

Future residents will use nearby parks for recreational purposes. However, the number of new residents involved (73) is not anticipated to create significant deterioration of parks and recreational facilities. In addition, the project proponent will be required to pay a park dedication in-lieu fee according to the City's Subdivision Ordinance, such fee to contribute towards future park improvements within the City.

Response to Questions XV a-g (Transportation/Traffic) and XVII b (Cumulative Impacts):

The City's Principal Transportation Planner has reviewed a Traffic Study, performed by Hexagon Transportation Consultants, Inc., for the project. The traffic study addressed three intersections—Kennedy/N. Park Victoria Drives, Kennedy Drive/Fanyon Street, and Kennedy Drive/Evans Road—and concluded that the project would not create any level of service impacts under the City's level of service standards. The three study intersections would continue to operate at acceptable levels of service with the addition of project traffic. The traffic study included an analysis of traffic signal warrants for the intersection of N. Park Victoria and Kennedy Drives, and concluded that a traffic signal is not warranted under existing or future traffic conditions, including the addition of project traffic.

No traffic-related mitigation measures are necessary or recommended.



Planning Division

ENVIRONMENTAL INFORMATION FORM

455 E. Calaveras Blvd., Milpitas, CA 95035

E.I.F. No.: PEA 2007-8

File Date: _____

(408) 586-3279

This form is to be completed by the applicant and submitted to the Planning Division with a \$50 filing fee.

The California Environmental Quality Act of 1970, as amended, requires public agencies to evaluate public and private projects to determine their potential impact on the environment.

This form is intended to provide guidance for both you, the applicant, and City officials in assessing a proposed project to determine whether it may or may not have a significant impact on the environment.

If, based upon the information provided below, the City makes a determination that your project may have a significant impact on the environment, you will be required to prepare either additional information or an Environmental Impact Report as provided by State law and the City of Milpitas Environmental Impact Assessment requirements.

Detailed information regarding the environmental impact assessment procedure is also available.

GENERAL INFORMATION

1. Name and address of developer or project sponsor: The Riding Group
One Almaden Blvd, Suite 405, San Jose, 95112
2. Address of project: 14105 Kennedy Tr, Milpitas
Assessor's Parcel Number: 029-41-024
3. Name, address and telephone number of person to be contacted concerning this project:
Kendall Riding, The Riding Group, same as above
408-999-0132
4. Full name and address of legal property owner: Corporation of the Presiding
Bishop of the Church of Jesus Christ of Latter Day
Saints, a Utah Corporation 50 E. North Temple St., Salt Lake
City, UT 84143
5. List and describe any other related permits and other public approvals required for this project, including those required by City, regional, state and federal agencies: Tentative Map, Final
Map
6. Existing zoning district: R-1-6
Present use of site: Church

7. Proposed use of site (Project for which this form is filed): 19 single family homes
8. Site size: 3.64 acres
9. Square footage: TBD
10. Number of floors of construction: TBD
11. Amount of off-street parking provided: TBD
12. Attach plans.
13. Proposed scheduling: Working drawings to be completed upon approvals
14. Associated projects: -
15. Anticipated incremental development: -
16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents and type of household and household size expected: 19 units. Sizes will conform to design guidelines. Prices and household sizes TBD
17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities: -
18. If industrial, indicate type, estimated employment per shift and loading facilities: -

19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities and community benefits to be derived from the project: _____

20. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required: N/A

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

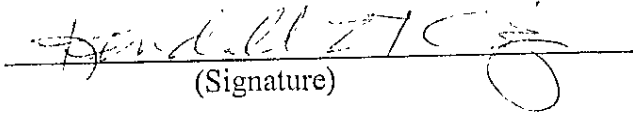
YESNO

- | | | |
|-------------------|-------------------|--|
| <u> </u> | <u>✓</u> | 21. Change existing features of any bays, tidelands, beaches, lakes, or hills, or substantial alteration of ground contours. |
| <u> </u> | <u>✓</u> | 22. Change in scenic views or vistas from existing residential areas or public lands or roads. |
| <u> </u> | <u> </u> | 23. Change in pattern, scale or character of general area of project. |
| <u> </u> | <u>✓</u> | 24. Significant amount of solid waste or litter. |
| <u> </u> | <u>✓</u> | 25. Change in dust, ash, smoke, fumes or odors in vicinity. |
| <u> </u> | <u>✓</u> | 26. Change in ocean, bay, lake, stream or ground water quality or quantity or alteration of existing drainage patterns. |
| <u> </u> | <u>✓</u> | 27. Change in existing noise or vibration levels in the vicinity. |
| <u> </u> | <u>✓</u> | 28. Site on filled land or on slope of 10 percent or more. |
| <u> </u> | <u>✓</u> | 29. Use or disposal of potentially hazardous materials, such as toxic substance, flammables or explosives. |
| <u> </u> | <u>✓</u> | 30. Change in demand for municipal services (police, fire, water, sewage, etc.) |
| <u> </u> | <u>✓</u> | 31. Increased fossil fuel consumption (electricity, oil, natural gas, etc.) |
| <u> </u> | <u>✓</u> | 32. Relationship to a larger project or series of projects. |

ENVIRONMENTAL SETTING

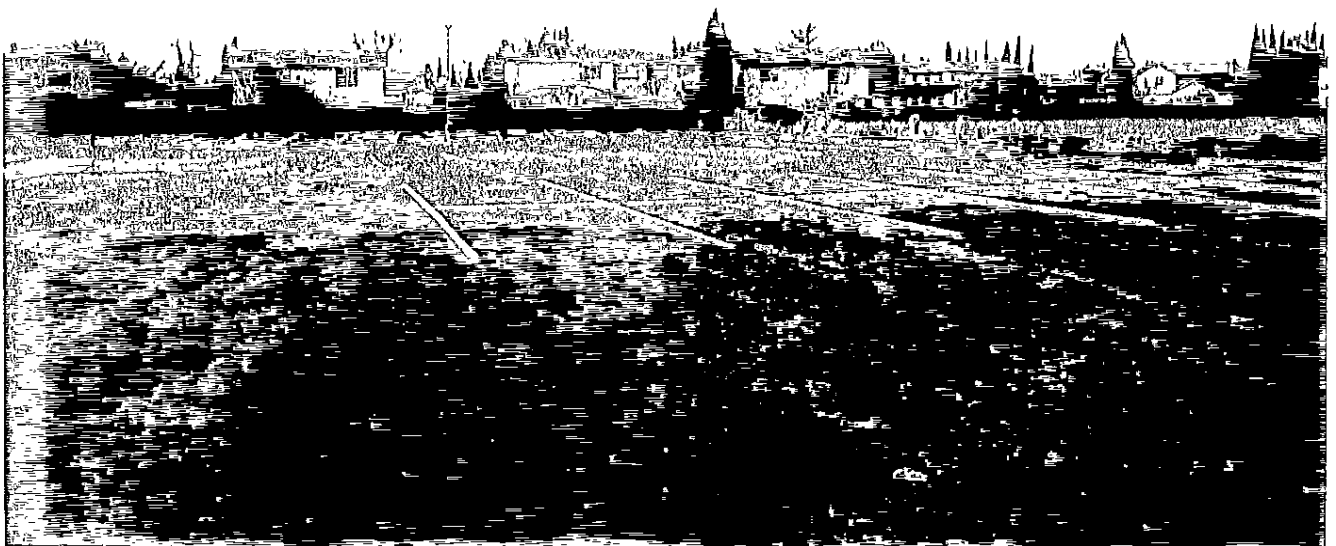
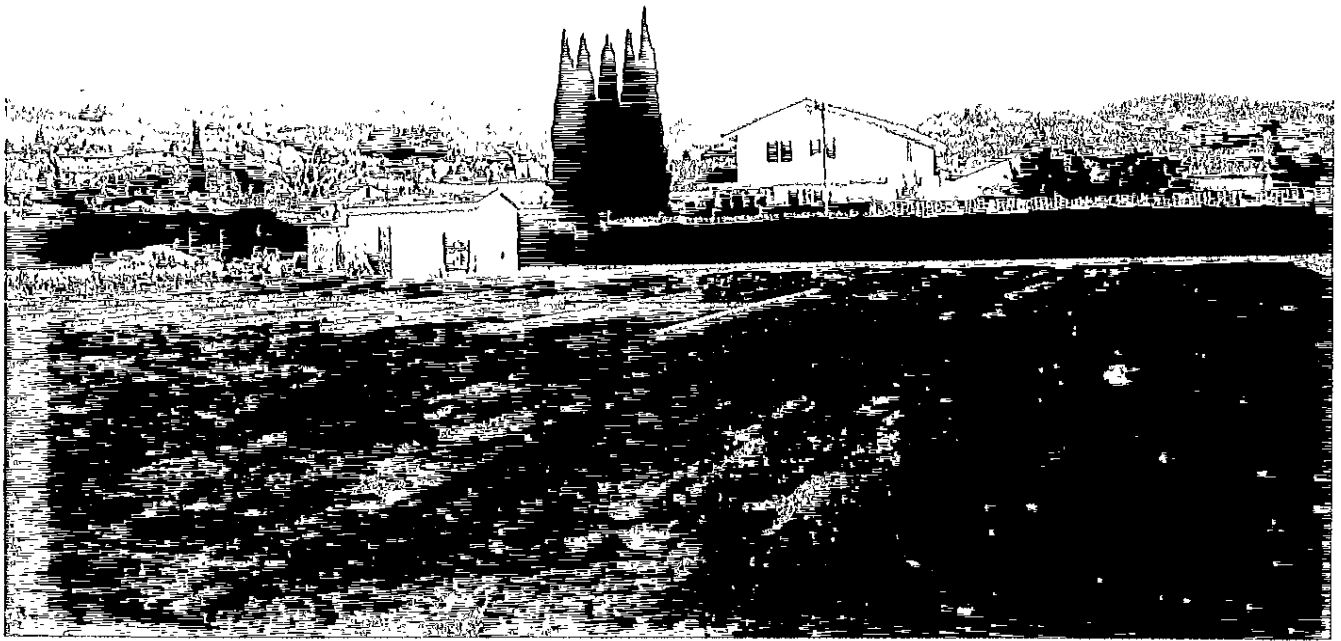
34. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be acceptable.
35. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or Polaroid photos will be acceptable.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

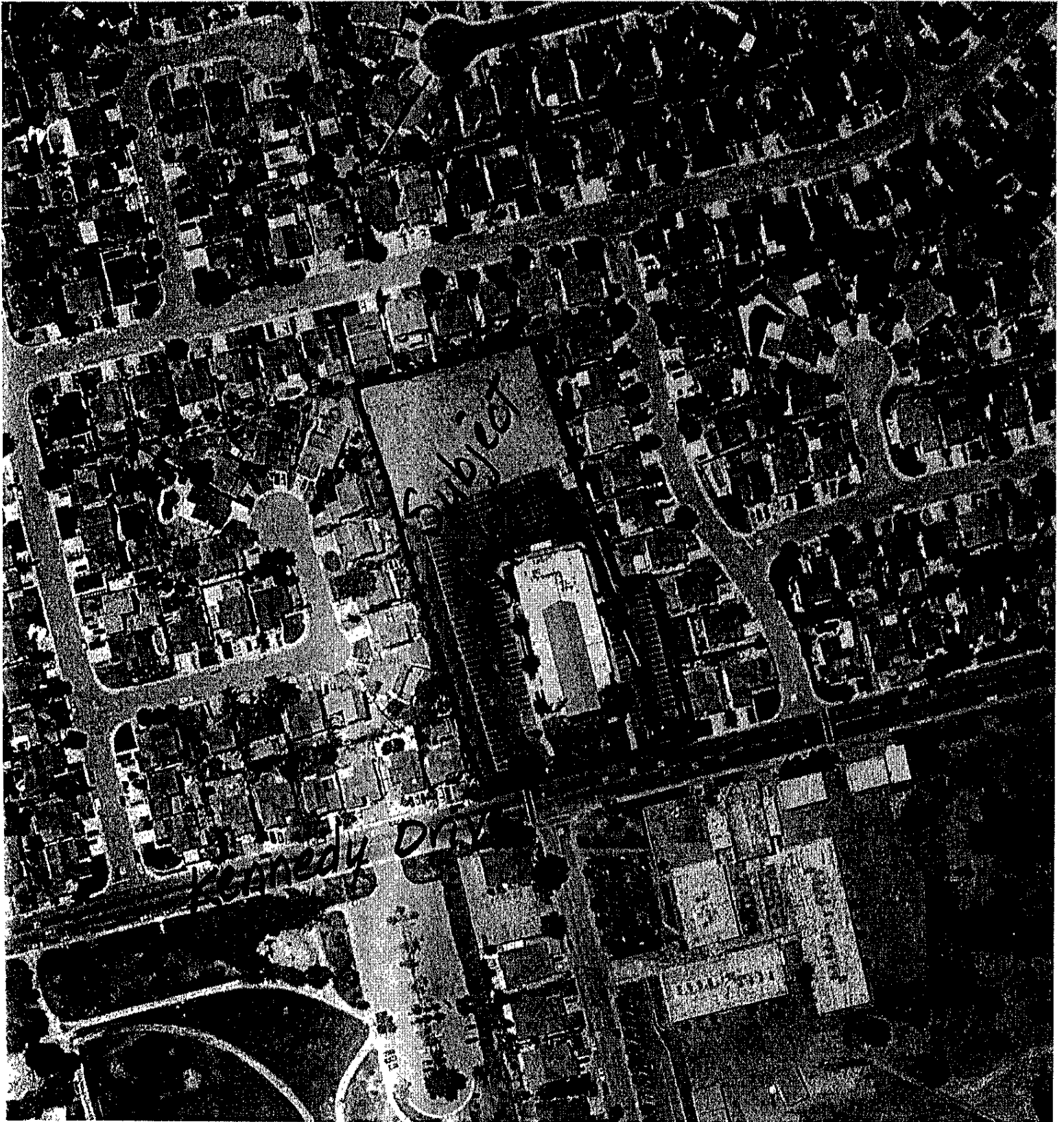
Date: 4/7/03
(Signature)

For: _____



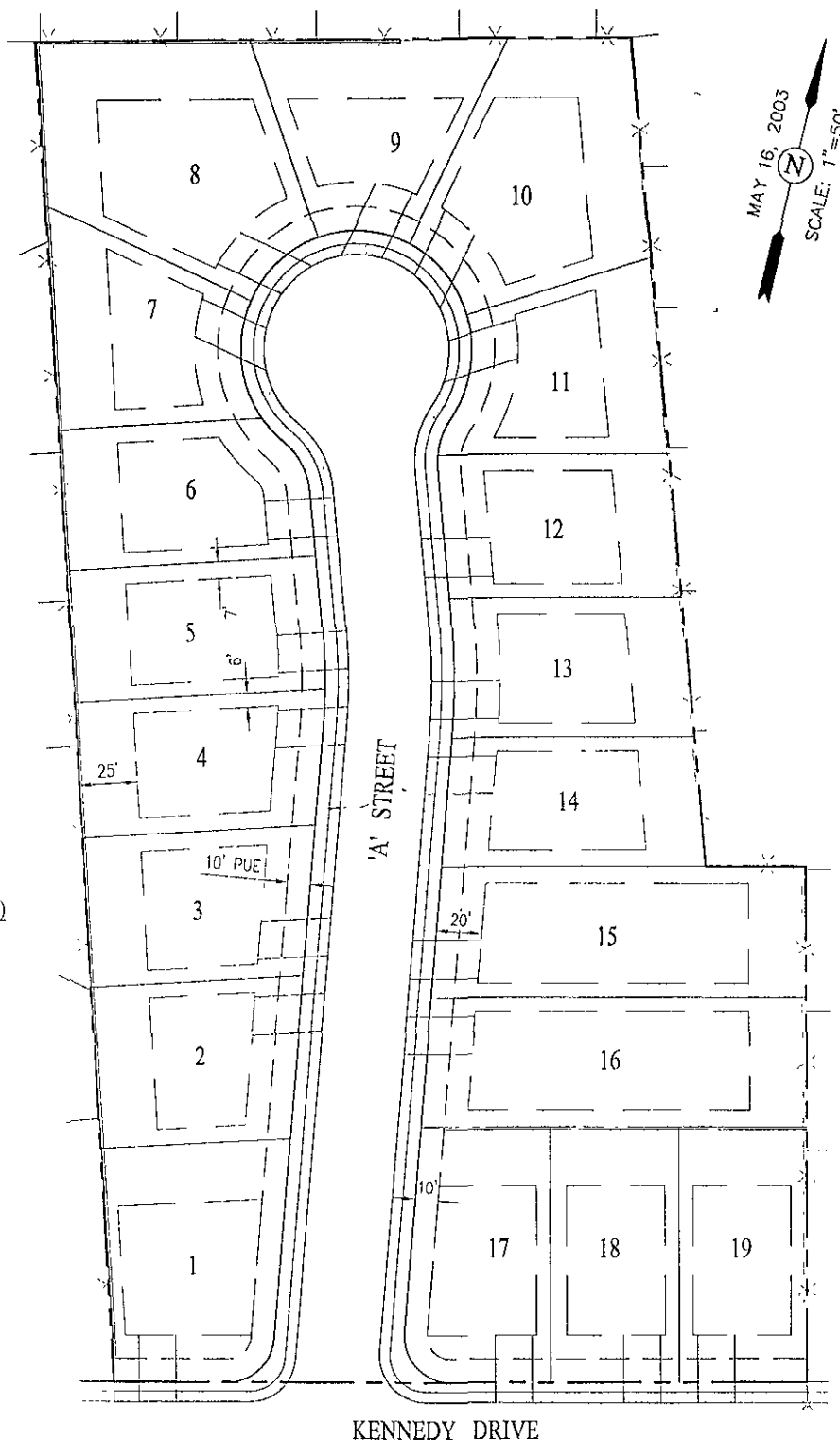


MILPITAS25FT



Scale 1:6999





LOT	AREA(SF)
1	7,500
2	6,000
3	6,000
4	6,000
5	6,000
6	6,000
7	6,000
8	9,400
9	6,200
10	8,400
11	6,000
12	6,000
13	6,000
14	6,000
15	8,800
16	9,000
17	6,500
18	6,000
19	6,000

ZONING: RI-6


1. FRONT SETBACK: 20 FEET
2. REAR SETBACK: 25 FEET
3. SIDE YARD ADJACENT TO THE GARAGE A MINIMUM OF SIX (6) FEET AND THE TOTAL OF BOTH SIDE YARDS THIRTEEN (13) FEET.
4. CORNER SIDE YARD: 10 FEET

NOTES:

1. DRIVEWAY LOCATIONS ARE PRELIMINARY

SETBACK EXHIBIT 1405 KENNEDY DRIVE

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA



Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS SURVEYORS PLANNERS

2003 CALHOUN BLVD SUITE 100 TEL: (408) 868-0332
SAN RAMON, CALIFORNIA 94583 FAX: (408) 868-8070

SHEET NUMBER

1

OF 1 SHEETS

MEMORANDUM

Department of Planning, Recreation & Neighborhood Services



To: Annelise Judd, Planning⁶
Through:
From: Janice Nadal, Transportation Planning
cc: Joe Oliva, Transportation Planning
Subject: Traffic Study for a Proposed Residential Development on Kennedy Drive
Date: July 1, 2003

Annelise,

Transportation Staff has reviewed and found the proposed Residential Development on Kennedy Drive Traffic Study to be acceptable.

Staff is in agreement there would be no significant level of service impacts to the adjacent intersections nor are traffic mitigation measures necessary.

If you have any questions, feel free to contact me at x3291 or Joe Oliva at x3290.

Thank you,

Janice Nadal



MEMORANDUM

TO: Kendall Riding, The Riding Group

FROM: John Dillon

DATE: June 18, 2003

SUBJECT: *Traffic Study for a Proposed Residential Development on Kennedy Drive in the City of Milpitas*

RECEIVED
JUN 24 2003
CITY OF MILPITAS
PLANNING DIVISION

Hexagon Transportation Consultants, Inc., has completed the traffic study for your proposed residential development project in Milpitas, California. The project site is located on the north side of Kennedy Drive at Fanyon Street (see Figure 1). The planned development would consist of 19 single family detached dwelling units. A new street to be constructed opposite Fanyon Street would provide access to the homes (see Figure 2). This memorandum presents the results of the traffic study.

Scope of Study

The purpose of this traffic study was to determine whether the proposed residential project would result in any significant traffic impacts on the adjoining street network. The impacts of the project were evaluated following the standards and methodologies set forth by the City of Milpitas. The traffic analysis is based on AM and PM peak-hour levels of service for unsignalized intersections. The City of Milpitas requested that the traffic study focus on three study intersections, as described below.

Study Intersections

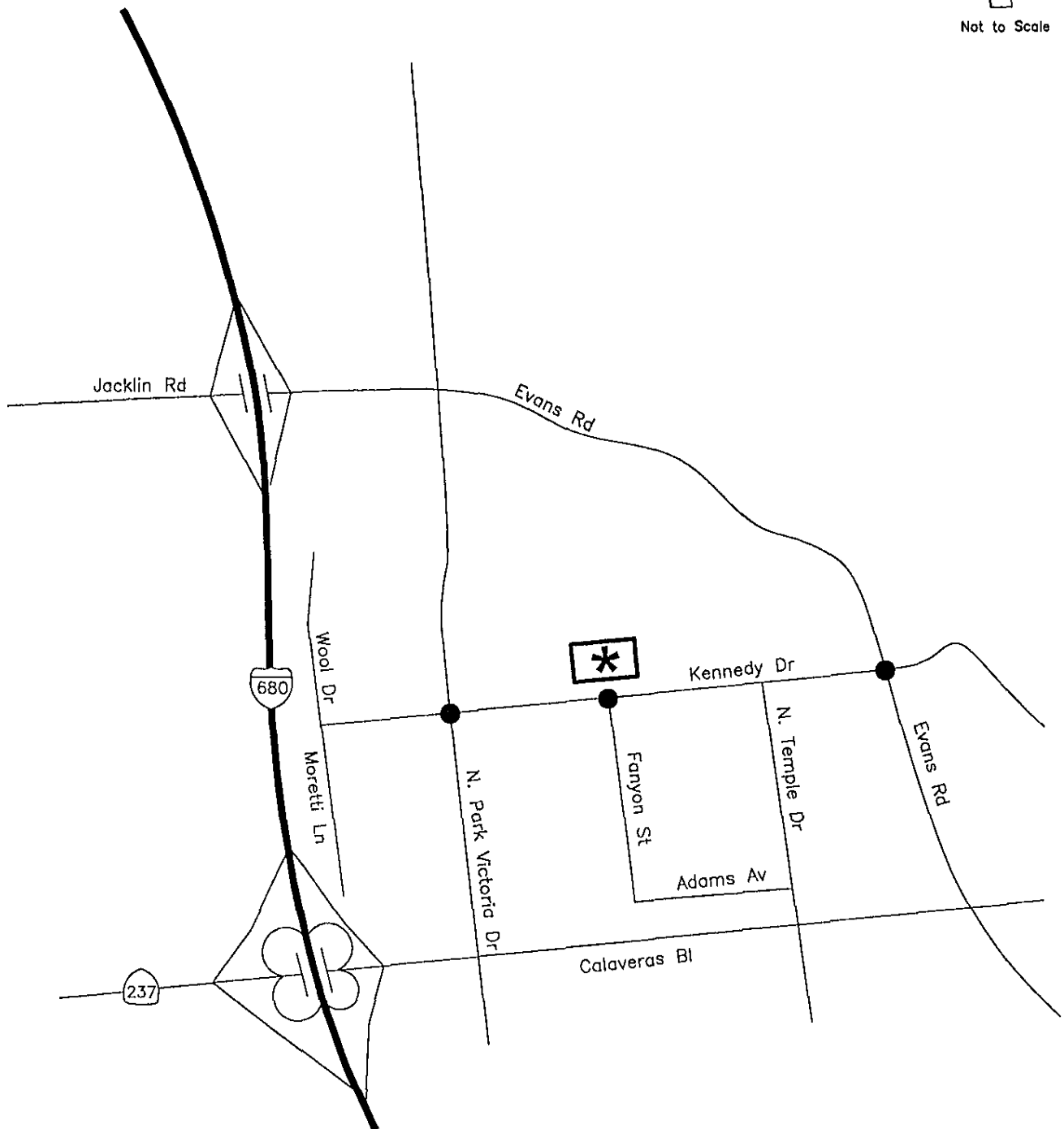
- Kennedy Drive and North Park Victoria Drive
- Kennedy Drive and Fanyon Street
- Kennedy Drive and Evans Road

Traffic conditions at the three study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from recent manual turning-movement counts. The existing lane configurations at the study intersections were confirmed by observations in the field.

Scenario 2 *Background Conditions.* Background traffic volumes include trips from approved and planned developments that have not yet been constructed and occupied. The intersection lane configurations under background conditions are assumed to be the same as described under existing conditions.

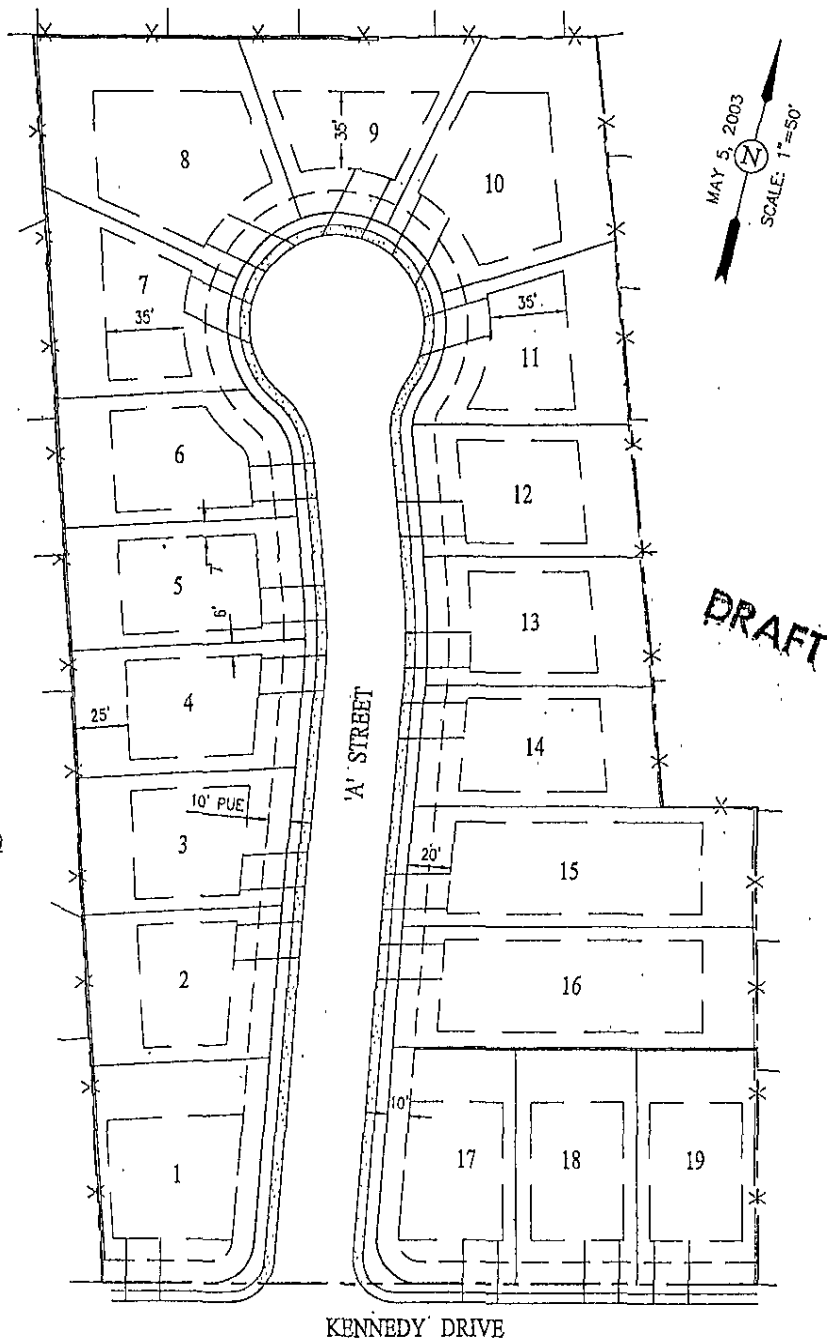
Scenario 3 *Project Conditions.* Future traffic volumes with the project were estimated by adding to background traffic volumes the additional trips generated by the project.



LEGEND

- = Study Intersection
- ✱ = Project Site

Figure 1
**SITE LOCATION &
 STUDY INTERSECTIONS**



DRAFT

LOT	AREA(SF)
1	7,500
2	6,000
3	6,000
4	6,000
5	6,000
6	6,000
7	6,000
8	9,400
9	6,200
10	8,400
11	6,000
12	6,000
13	6,000
14	6,000
15	8,800
16	9,000
17	6,500
18	6,000
19	6,000

DRAFT

SETBACK EXHIBIT

1405 KENNEDY DRIVE

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

ZONING: R1-6

1. FRONT SETBACK: 20 FEET
2. REAR SETBACK: 25 FEET
3. SIDE YARD: ADJACENT TO THE GARAGE A MINIMUM OF SIX (6) FEET AND THE TOTAL OF BOTH SIDE YARDS THIRTEEN (13) FEET.
4. CORNER SIDE YARD: 10 FEET

NOTES:

1. DRIVEWAY LOCATIONS ARE PRELIMINARY

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS SURVEYORS PLANNERS

2402 CAMINO RAMON, SUITE 100
SAN RAMON, CALIFORNIA 94583
TEL: (925) 866-0322
FAX: (925) 866-4578

SHEET NUMBER

1

OF 1 SHEETS

Figure 2

PROJECT SITE PLAN

Kennedy Drive Residential - Milpitas



Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays (see Table 1).

Level of service was calculated using the Highway Capacity Manual (HCM) 2000 methodology for unsignalized intersections. The HCM methodology evaluates level of service in terms of stopped delay per vehicle on each intersection approach.

Because the proposed subdivision would generate substantially less than 100 peak hour vehicle trips, it falls below the threshold for CMP and/or freeway level of service analysis.

Environmental Setting and Transportation Facilities

The proposed residential development is located to the north of Kennedy Drive, opposite Fanyon Street in the City of Milpitas. The area around the project site is characterized by single and multi-family residential uses, the William Burnett Elementary School, and a church. Cardoza Park, a major public recreation facility is located on Kennedy Drive, west of the project site.

Kennedy Drive is a two-lane residential collector street that provides access between the residential neighborhood and North Park Victoria Drive.

North Park Victoria Drive is a four lane north-south minor arterial roadway that connects residential developments to the east of Interstate 680 with the freeway via the Calaveras Boulevard interchange. North Park Victoria Drive is constructed to a four-lane cross-section without left-turn lanes at most intersections. North Park Victoria Drive intersects Kennedy Drive approximately one-quarter mile west of the proposed residential subdivision. The intersection of North Park Victoria Drive and Kennedy Drive is controlled by four-way stop signs.

Fanyon Street is a two-lane north-south residential street that provides access to residential areas and to William Burnett Elementary School. Fanyon Street extends south from Kennedy Drive, opposite the access point for the proposed residential subdivision. Fanyon Street does not currently extend north of Kennedy Drive. The intersection of Fanyon Street and Kennedy Drive is controlled by a stop sign on northbound Fanyon Street.

Evans Road is a two-lane north-south minor arterial street that intersects Kennedy Drive approximately one-half mile east of the proposed residential subdivision. Evans Road becomes Jacklin Road to the west of North Park Victoria Drive. Access to Interstate 680 is provided by an interchange at Jacklin Road. The intersection of Evans Road and Kennedy Drive is controlled by a stop sign on eastbound Kennedy Drive. East of Evans Road, Kennedy Drive becomes Old Calaveras Road.

Public Transit Service in the vicinity of the proposed residential development is provided by the Valley Transportation Authority's **Route 71**, which runs on Park Victoria Drive. Route 71 provides service to a nearby high school and two junior high schools.



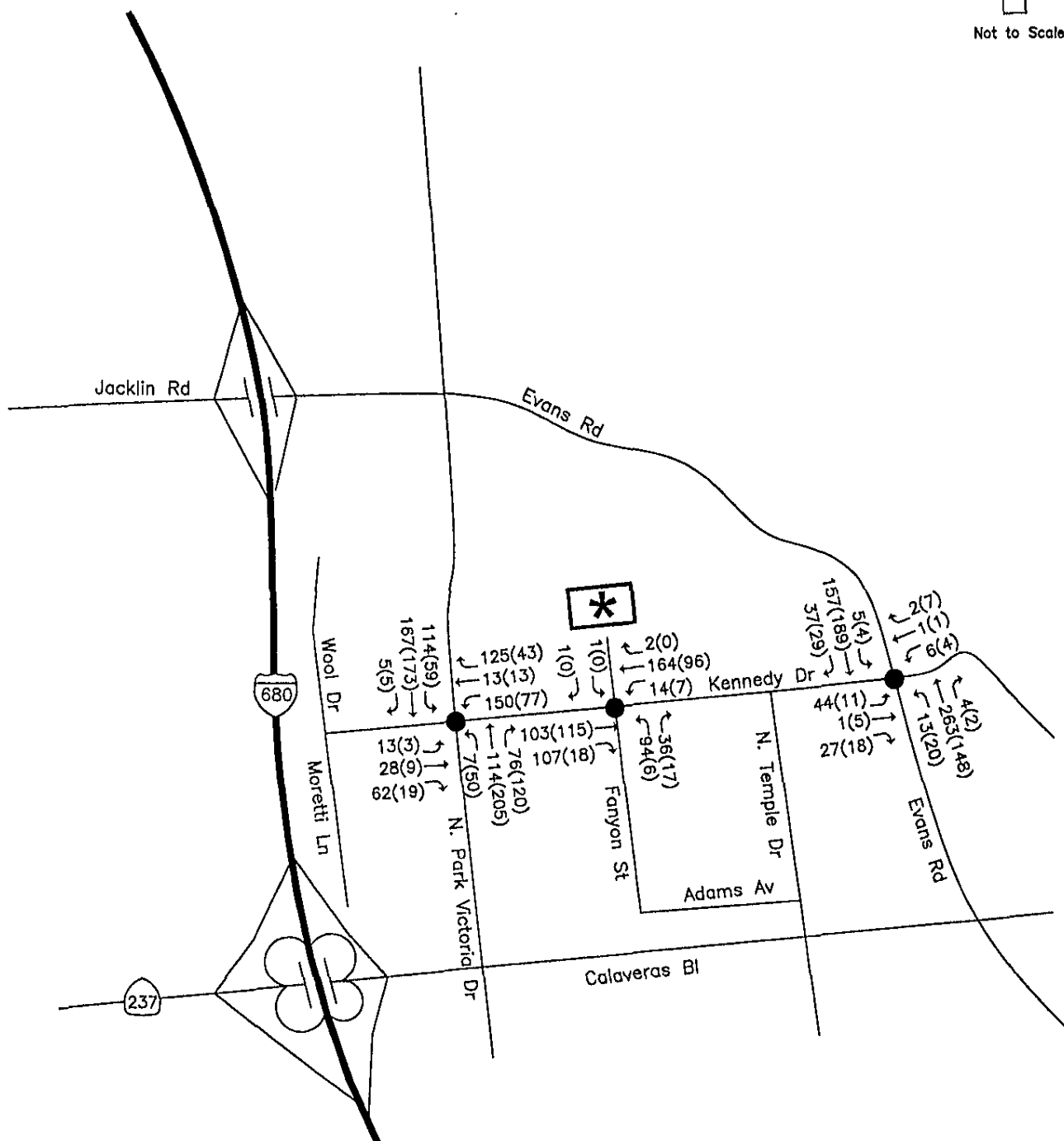
Table 1
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Total Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression.	Less than 10.0
B	Operations with low delay occurring with good progression	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, Highway Capacity Manual (2000).

Existing Intersection Levels of Service

Peak hour traffic counts at the study intersections were conducted in May, 2003 (see Figure 3). The results of the intersection level of service analysis under existing conditions are summarized in Table 2. The analysis of existing traffic conditions indicates that all of the study intersections are currently operating at acceptable levels of service in both the AM and PM peak hours. All approaches to the three unsignalized study intersections are operating at LOS B or better, indicative of good operating conditions and acceptable levels of stopped vehicle delay.



LEGEND

- = Study Intersection
- ✱ = Project Site
- XX(X) = AM(PM)

Figure 3
**EXISTING PEAK HOUR
TRAFFIC VOLUMES**



Table 2
Existing Intersection Levels of Service

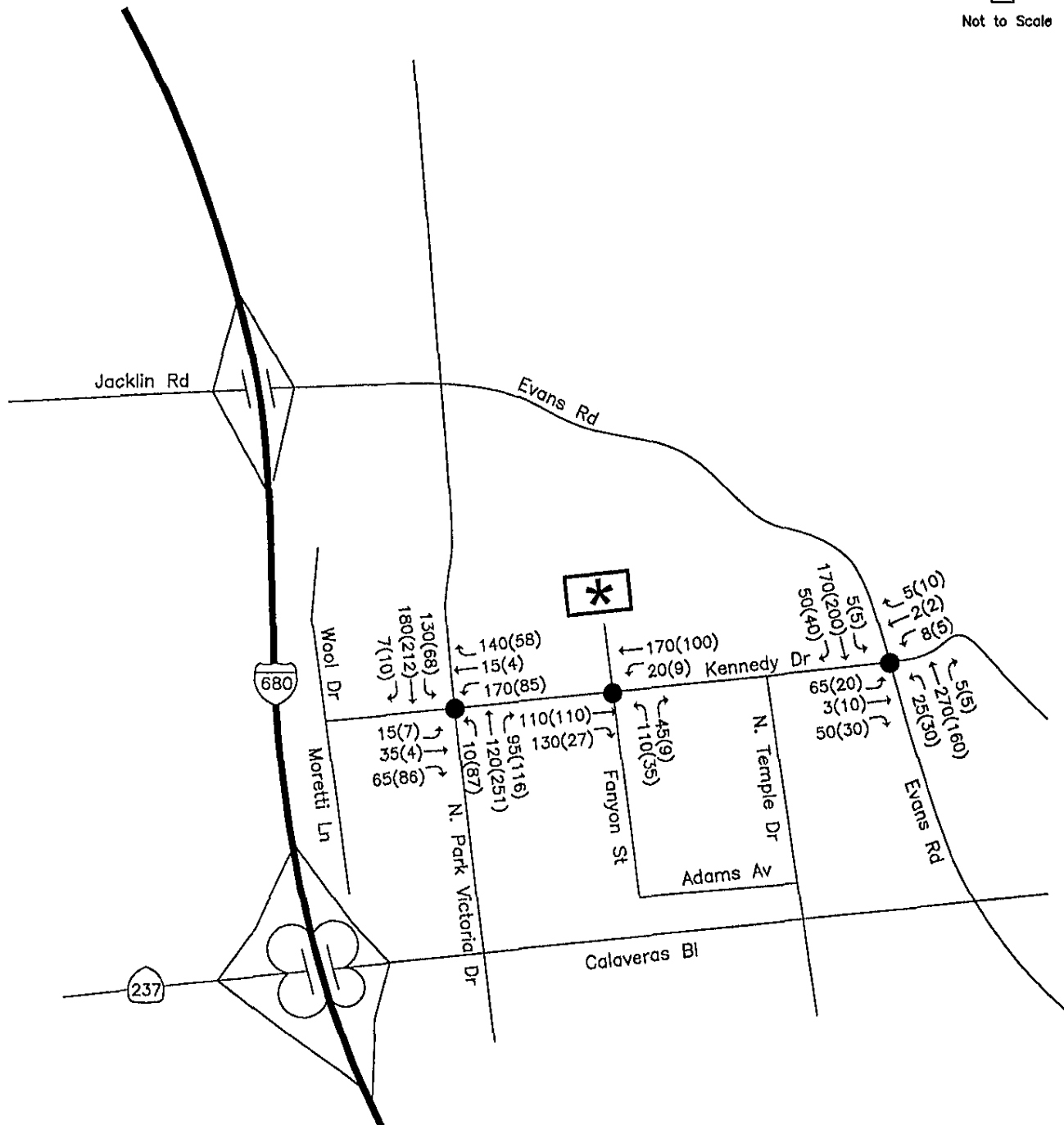
Intersection	Peak Hour	Count Date	Ave. Delay	LOS
North Park Victoria and Kennedy Drive	AM	5/27/2003	10.4	B
	PM	5/27/2003	9.4	A
Fanyon Street and Kennedy Drive	AM	5/28/2003	11.8	B
	PM	5/28/2003	9.2	A
Evans Road and Kennedy Drive	AM	5/29/2003	12.1	B
	PM	5/29/2003	10.7	B

Background Intersection Levels of Service

The proposed residential development is located in an area that is almost fully developed, and there are no significant new approved but unbuilt developments pending. Therefore, no significant additions to existing traffic volumes are anticipated as a consequence of nearby developments. However, the City of Milpitas is considering an expansion of activities at Cardoza Park, which is located on Kennedy Drive, west of the proposed residential subdivision. Traffic growth attributable to this expansion of park recreation activities was provided by the City of Milpitas, and is included in the analysis of background conditions.

Similarly, no significant changes to the surrounding street network are anticipated at this time, and the analysis of background traffic conditions assumes that the streets, intersections and traffic control devices remain as they currently exist.

Background traffic volumes at the three study intersections are shown in Figure 4. The results of the intersection level of service analysis under background conditions are summarized in Table 3. The analysis of background traffic conditions indicates that all approaches to the three study intersections will continue to operate at acceptable LOS during the AM and PM peak hours. All approaches to the study intersections remain at LOS B or better.



LEGEND

● = Study Intersection

✱ = Project Site

XX(XX) = AM(PM)

BACKGROUND PEAK HOUR TRAFFIC VOLUMES

Figure 4

Table 3
Background (Existing plus Approved) Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing		Background	
			Ave. Delay	LOS	Ave. Delay	LOS
North Park Victoria and Kennedy Drive	AM	5/27/2003	10.4	B	11.3	B
	PM	5/27/2003	9.4	A	10.4	B
Fanyon Street and Kennedy Drive	AM	5/28/2003	11.8	B	11.9	B
	PM	5/28/2003	9.2	A	9.9	A
Evans Road and Kennedy Drive	AM	5/29/2003	12.1	B	13.1	B
	PM	5/29/2003	10.7	B	11.4	B

Project Trip Generation

Based on direction from the City of Milpitas, the trip generation potential of the proposed subdivision was estimated using the "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", prepared by the San Diego Association of Governments. These trip generation rates are based on observations of actual uses in the San Diego area. The trip generation rates are presented in Table 4. The project is a residential subdivision consisting of nineteen (19) single-family detached dwelling units.

Table 4
Project Trip Generation

Land Use	Size	Daily Rate ¹	Daily Trips	AM Peak Hour				PM Peak Hour			
				Peak-Hour Rate ¹	In	Out	Total	Peak-Hour Rate ¹	In	Out	Total
Single Family Dwelling Units	19 du	10.00	190	0.90	4	13	17	1.00	13	6	19

¹ Per dwelling unit.

Source: "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region".

Applying these trip generation rates to the proposed 19-unit residential subdivision yields an estimate of 190 daily trips, with 17 trips occurring in the AM Peak Hour and 19 trips in the PM peak hour.

Project Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses. The estimated peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern. Figure 5 shows the project trip distribution and assignment for the AM and PM peak hours.

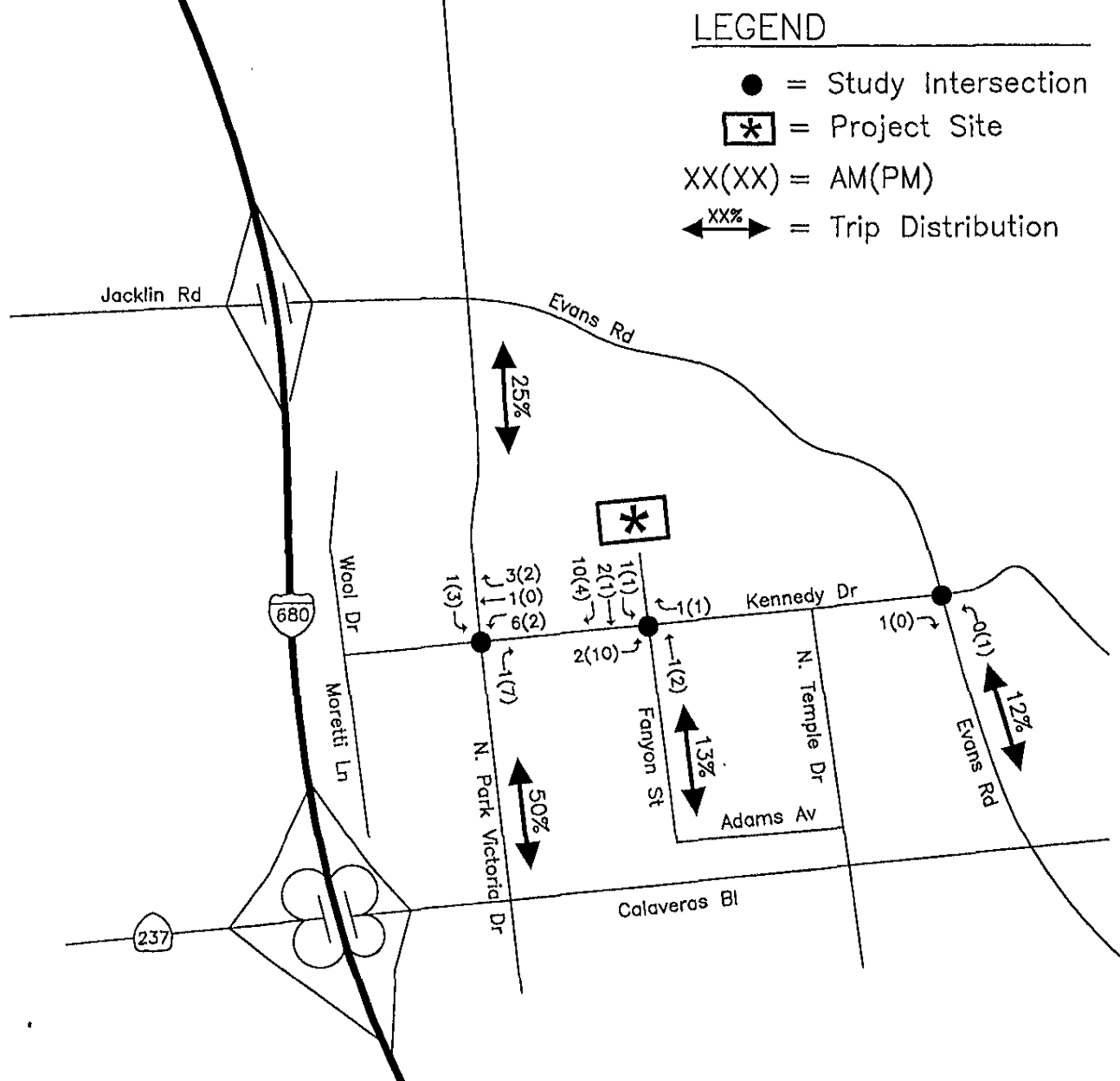


Figure 5

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT



Project Intersection Impacts

The results of the intersection level of service analysis under project conditions are summarized in Table 5. The results show that none of the unsignalized study intersections would be impacted by the project according to City of Milpitas level of service standards. Operating conditions at all study intersections are forecast to remain at LOS B or better, with nominal increases attributable to traffic from the proposed residential subdivision.

Table 5
With Project Intersection Levels of Service

Intersection	Peak Hour	Background		Project Conditions			
		Ave.		Ave.		Incr. In	Incr. In
		Delay	LOS	Delay	LOS	Crit Delay	Crit V/C
North Park Victoria and Kennedy Drive	AM	11.3	B	11.5	B	0.2	0.016
	PM	10.4	B	10.5	B	0.1	0.007
Fanyon Street and Kennedy Drive	AM	11.9	B	12.8	B	0.8	0.000
	PM	9.9	A	10.4	B	0.5	0.000
Evans Road and Kennedy Drive	AM	13.1	B	13.1	B	0.0	0.000
	PM	11.4	B	11.5	B	0.0	0.000

Traffic Signal Warrant Analysis

At the request of the City of Milpitas, peak hour traffic signal warrants were calculated at the intersection of North Park Victoria Drive and Kennedy Drive. The traffic signal warrants were calculated for the "background traffic volume plus project traffic" scenario only, for the AM and PM peak hours. The analysis indicates that a traffic signal would not be warranted at this location on the basis of future peak hour conditions, and that the four-way stop would continue to provide acceptable levels of service on all approaches. The traffic signal warrant calculation sheets are attached.

Conclusions

The study shows that the project would have no level of service impacts under the City of Milpitas level of service standards. The study intersections analyzed in this report will continue to operate at acceptable levels of service with the addition of project traffic and traffic from other development anticipated in the area.

No specific project traffic mitigation measures are necessary nor recommended on the basis of the analysis of project traffic impacts at the study locations. The traffic signal warrant analysis prepared for the intersection of Kennedy Drive and North Park Victoria Drive indicates that a traffic signal at this location is not warranted under existing or future traffic conditions, including the addition of project traffic.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Appendix A

LOS Calculations

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing AM				Background AM				Project AM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#259 N. Park Victoria Drive / Kennedy Drive	B	10.4	0.429	10.4	B	11.3	0.501	11.3	B	11.5	0.518	+ 0.016	11.5	+ 0.2	?	xx.x	x.xxx	xx.x
#262 Fanyon Street / Kennedy Drive	B	11.8	0.000	11.8	B	11.9	0.000	11.9	B	12.8	0.000	+ 0.000	12.8	+ 0.8	?	xx.x	x.xxx	xx.x
#263 Evans Road / Kennedy Drive	B	12.1	0.000	12.1	B	13.1	0.000	13.1	B	13.1	0.000	+ 0.000	13.1	- 0.0	?	xx.x	x.xxx	xx.x

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

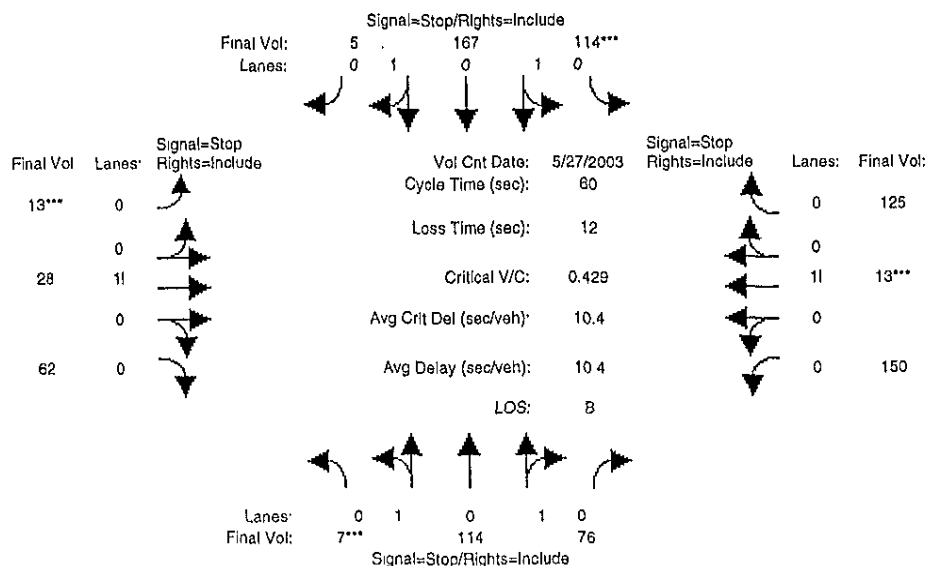
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing PM				Background PM				Project PM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Cnt Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Cnt Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit Change	Avg Cnt Del (sec)	Avg Cnt Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Cnt Del (sec)
#259 N. Park Victoria Drive / Kennedy Drive	A	9.4	0.282	9.4	B	10.4	0.368	10.4	B	10.5	0.375	+0.007	10.5	+0.1	?	xx.x	x.xxx	xx.x
#262 Fanyon Street / Kennedy Drive	A	9.2	0.000	9.2	A	9.9	0.000	9.9	B	10.4	0.000	+0.000	10.4	+0.5	?	xx.x	x.xxx	xx.x
#263 Evans Road / Kennedy Drive	B	10.7	0.000	10.7	B	11.4	0.000	11.4	B	11.5	0.000	+0.000	11.5	+0.0	?	xx.x	x.xxx	xx.x

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

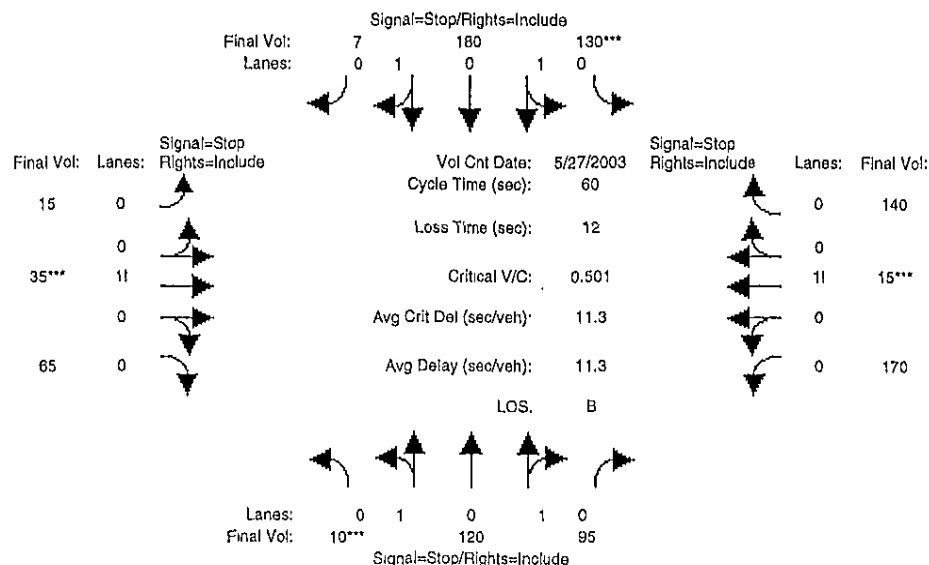


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 May 2003 <<												
Base Vol:	7	114	76	114	167	5	13	28	62	150	13	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	114	76	114	167	5	13	28	62	150	13	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	114	76	114	167	5	13	28	62	150	13	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	114	76	114	167	5	13	28	62	150	13	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	114	76	114	167	5	13	28	62	150	13	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	114	76	114	167	5	13	28	62	150	13	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.16	0.77	0.80	1.17	0.03	0.13	0.27	0.60	0.52	0.05	0.43
Final Sat.:	41	679	489	448	694	21	80	172	381	350	30	291
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.16	0.25	0.24	0.24	0.16	0.16	0.16	0.43	0.43	0.43
Crit Moves:	****			****			****				****	
Delay/Veh:	9.7	9.6	8.9	10.8	10.2	10.1	9.1	9.1	9.1	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.6	8.9	10.8	10.2	10.1	9.1	9.1	9.1	11.6	11.6	11.6
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:		9.3			10.4			9.1			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			10.4			9.1			11.6	
LOS by Appr:		A			B			A			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background AM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

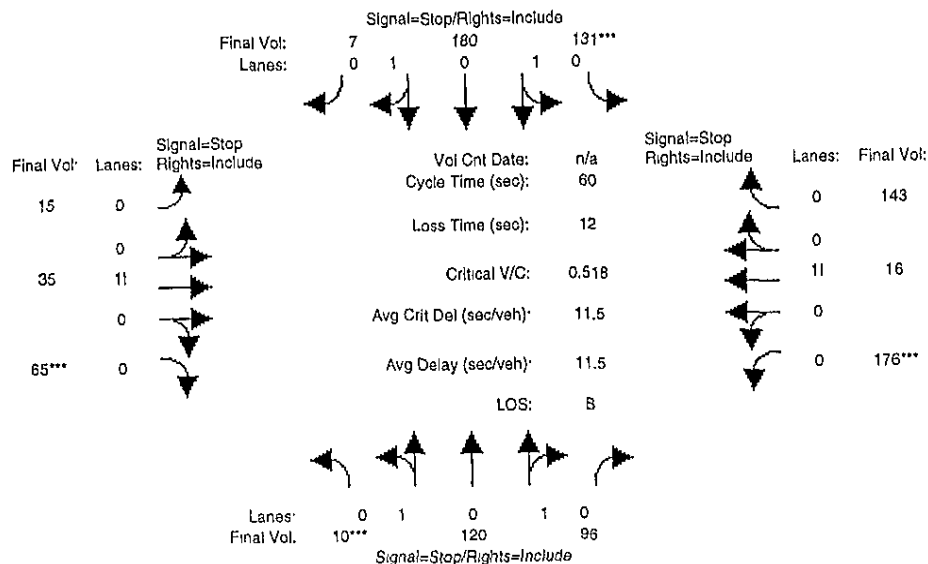


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 May 2003 <<												
Base Vol:	10	120	95	130	180	7	15	35	65	170	15	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	120	95	130	180	7	15	35	65	170	15	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	120	95	130	180	7	15	35	65	170	15	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	120	95	130	180	7	15	35	65	170	15	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	120	95	130	180	7	15	35	65	170	15	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	120	95	130	180	7	15	35	65	170	15	140
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.07	0.84	0.82	1.14	0.04	0.13	0.30	0.57	0.52	0.05	0.43
Final Sat.:	49	596	515	443	650	26	78	182	338	339	30	279
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.29	0.28	0.27	0.19	0.19	0.19	0.50	0.50	0.50
Crit Moves:	****			****			****			****		
Delay/Veh:	10.3	10.2	9.4	11.6	10.9	10.7	9.7	9.7	9.7	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.2	9.4	11.6	10.9	10.7	9.7	9.7	9.7	13.1	13.1	13.1
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		9.8			11.1			9.7			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			11.1			9.7			13.1	
LOS by Appr:		A			B			A			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Project AM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

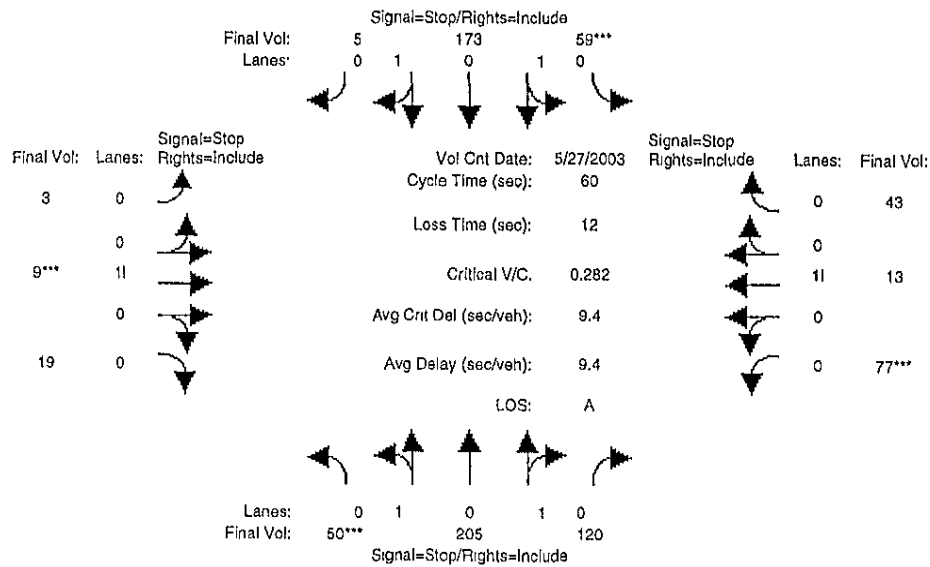


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	10	120	96	131	180	7	15	35	65	176	16	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	120	96	131	180	7	15	35	65	176	16	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	120	96	131	180	7	15	35	65	176	16	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	120	96	131	180	7	15	35	65	176	16	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	120	96	131	180	7	15	35	65	176	16	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	120	96	131	180	7	15	35	65	176	16	143
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.06	0.85	0.82	1.14	0.04	0.13	0.30	0.57	0.52	0.05	0.43
Final Sat.:	48	590	515	442	644	25	77	180	335	340	31	276
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.19	0.30	0.28	0.28	0.19	0.19	0.19	0.52	0.52	0.52
Crit Moves:	****			****			****			****		
Delay/Veh:	10.4	10.3	9.4	11.6	10.9	10.8	9.7	9.7	9.7	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.3	9.4	11.6	10.9	10.8	9.7	9.7	9.7	13.5	13.5	13.5
LOS by Move:	B	B	A	B	B	B	A	A	A	B	B	B
ApproachDel:		9.9			11.2			9.7			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			11.2			9.7			13.5	
LOS by Appr:		A			B			A			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

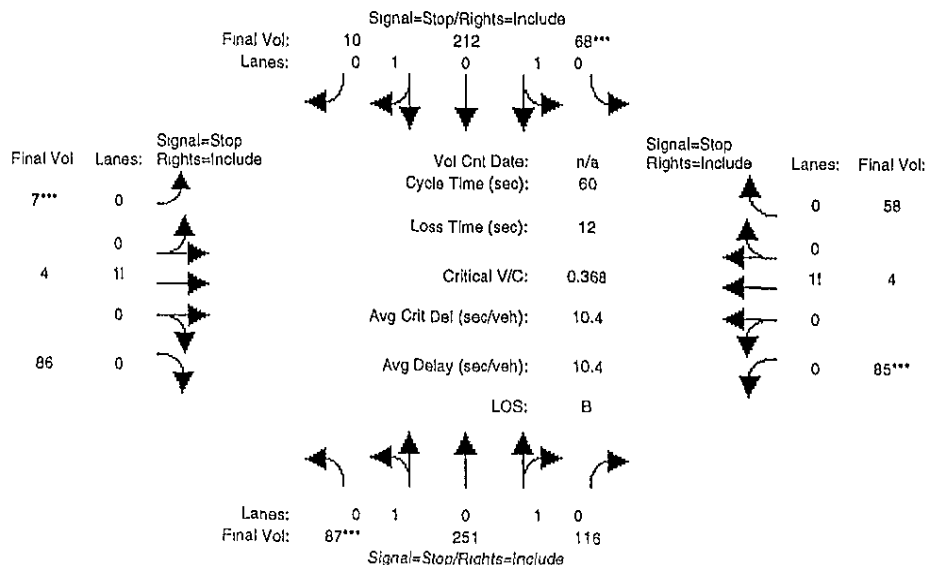


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 May 2003 <<												
Base Vol:	50	205	120	59	173	5	3	9	19	77	13	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	205	120	59	173	5	3	9	19	77	13	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	205	120	59	173	5	3	9	19	77	13	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	205	120	59	173	5	3	9	19	77	13	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	205	120	59	173	5	3	9	19	77	13	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	205	120	59	173	5	3	9	19	77	13	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.09	0.64	0.50	1.46	0.04	0.10	0.29	0.61	0.58	0.10	0.32
Final Sat.:	177	756	477	315	955	28	62	186	394	375	63	209
Capacity Analysis Module:												
Vol/Sat:	0.28	0.27	0.25	0.19	0.18	0.18	0.05	0.05	0.05	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	10.0	9.7	8.9	9.5	9.2	9.1	8.3	8.3	8.3	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	9.7	8.9	9.5	9.2	9.1	8.3	8.3	8.3	9.4	9.4	9.4
LOS by Move:	B	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.5			9.3			8.3			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.3			8.3			9.4		
LOS by Appr:	A			A			A			A		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

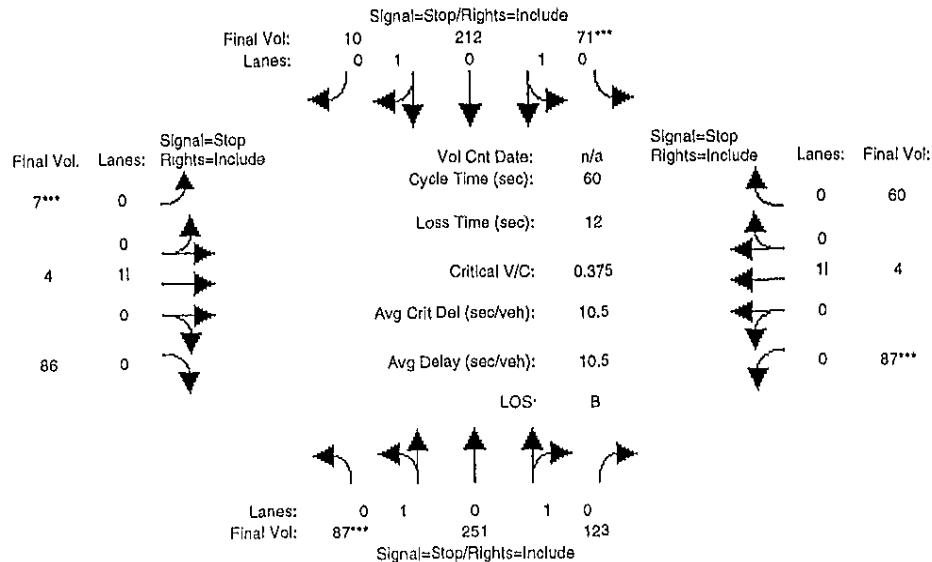


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	87	251	116	68	212	10	7	4	86	85	4	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	251	116	68	212	10	7	4	86	85	4	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	251	116	68	212	10	7	4	86	85	4	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	251	116	68	212	10	7	4	86	85	4	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	251	116	68	212	10	7	4	86	85	4	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	251	116	68	212	10	7	4	86	85	4	58
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	1.11	0.51	0.47	1.46	0.07	0.07	0.04	0.89	0.58	0.03	0.39
Final Sat.:	236	713	348	276	887	43	45	25	548	346	16	236
Capacity Analysis Module:												
Vol/Sat:	0.37	0.35	0.33	0.25	0.24	0.23	0.16	0.16	0.16	0.25	0.25	0.25
Crit Moves:	****			****			****			****		
Delay/Veh:	11.6	11.0	10.3	10.4	10.1	10.0	9.2	9.2	9.2	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.0	10.3	10.4	10.1	10.0	9.2	9.2	9.2	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	A	A	A	A	B	B	B
ApproachDel:	10.9			10.2			9.2			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			10.2			9.2			10.2		
LOS by Appr:	B			B			A			B		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Project PM

Intersection #259: N. Park Victoria Drive / Kennedy Drive

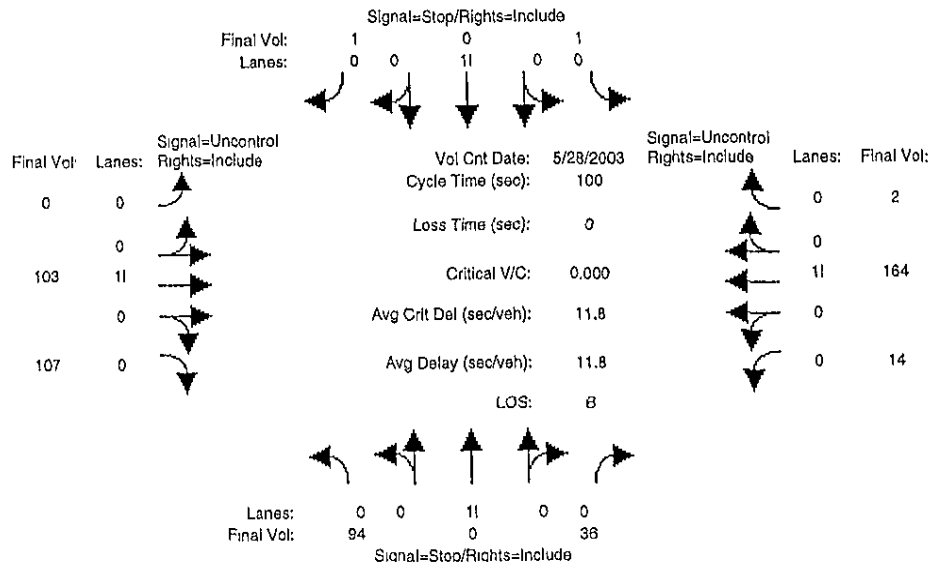


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	87	251	123	71	212	10	7	4	86	87	4	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	251	123	71	212	10	7	4	86	87	4	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	251	123	71	212	10	7	4	86	87	4	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	251	123	71	212	10	7	4	86	87	4	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	251	123	71	212	10	7	4	86	87	4	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	251	123	71	212	10	7	4	86	87	4	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	1.09	0.53	0.48	1.45	0.07	0.07	0.04	0.89	0.57	0.03	0.40
Final Sat.:	232	700	363	283	874	42	44	25	544	343	16	237
Capacity Analysis Module:												
Vol/Sat:	0.38	0.36	0.34	0.25	0.24	0.24	0.16	0.16	0.16	0.25	0.25	0.25
Crit Moves:	****			****			****			****		
Delay/Veh:	11.7	11.1	10.4	10.5	10.2	10.0	9.2	9.2	9.2	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.1	10.4	10.5	10.2	10.0	9.2	9.2	9.2	10.3	10.3	10.3
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	11.0			10.3			9.2			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			10.3			9.2			10.3		
LOS by Appr:	B			B			A			B		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #262: Fanyon Street / Kennedy Drive

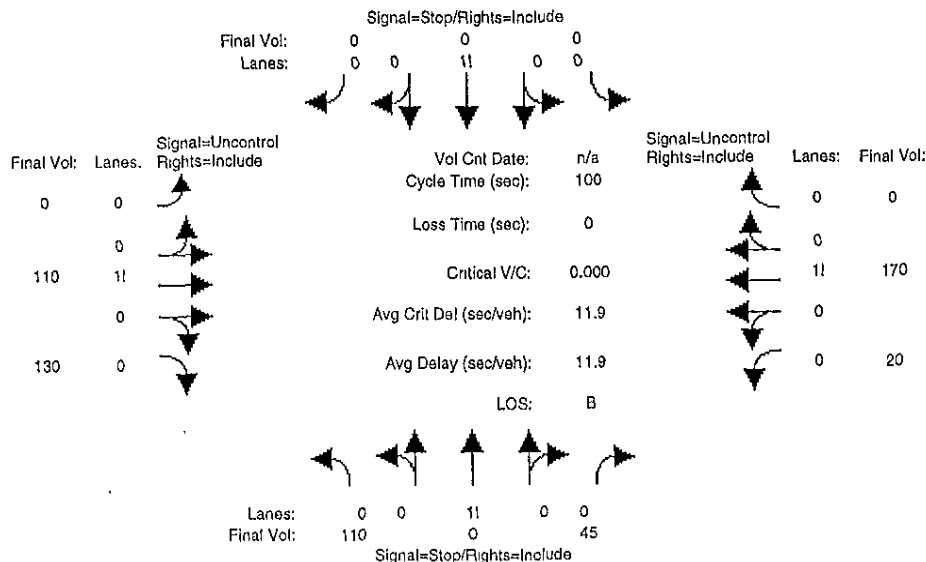


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 28 May 2003 <<												
Base Vol:	94	0	36	1	0	1	0	103	107	14	164	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	0	36	1	0	1	0	103	107	14	164	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	36	1	0	1	0	103	107	14	164	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	0	36	1	0	1	0	103	107	14	164	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	0	36	1	0	1	0	103	107	14	164	2
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	350	xxxx	157	368	xxxx	165	xxxx	xxxx	xxxxxx	210	xxxx	xxxxxx
Potent Cap.:	608	xxxx	894	593	xxxx	885	xxxx	xxxx	xxxxxx	1373	xxxx	xxxxxx
Move Cap.:	603	xxxx	894	564	xxxx	885	xxxx	xxxx	xxxxxx	1373	xxxx	xxxxxx
Level Of Service Module:												
Stopped Del:xxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	663	xxxxxx	xxxx	689	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd StpDel:xxxxx	11.8	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.8			10.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #262: Fanyon Street / Kennedy Drive

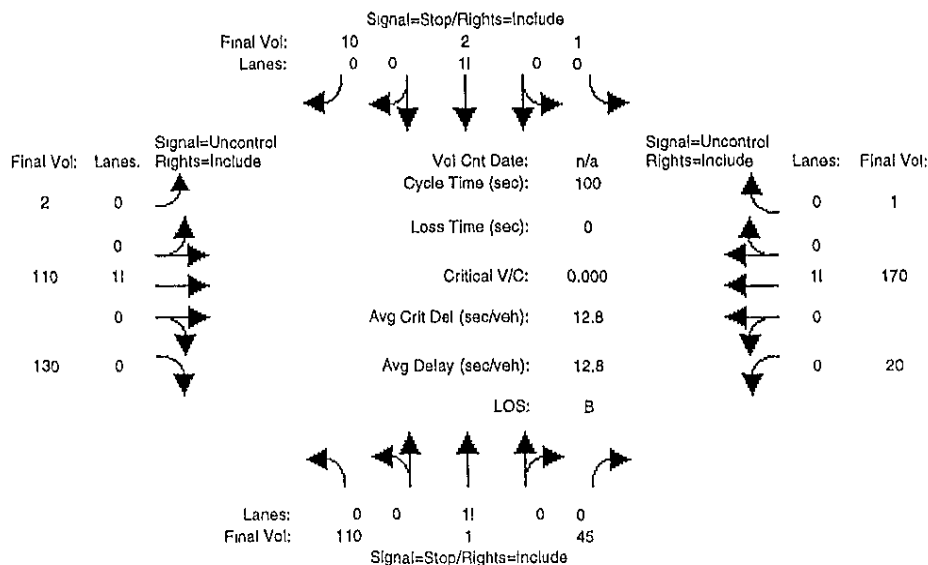


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	110	0	45	0	0	0	0	110	130	20	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	45	0	0	0	0	110	130	20	170	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	45	0	0	0	0	110	130	20	170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	0	45	0	0	0	0	110	130	20	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	110	0	45	0	0	0	0	110	130	20	170	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	385	xxxx	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	xxxx	xxxxx
Potent Cap.:	622	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	xxxx	xxxxx
Move Cap.:	615	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	673	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	11.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Project AM

Intersection #262: Fanyon Street / Kennedy Drive

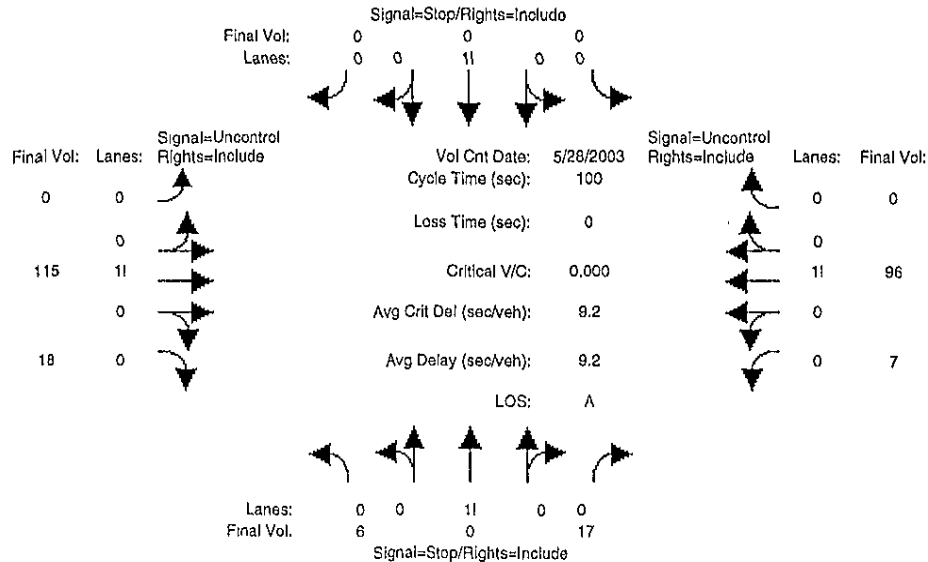


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	110	1	45	1	2	10	2	110	130	20	170	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1	45	1	2	10	2	110	130	20	170	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1	45	1	2	10	2	110	130	20	170	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1	45	1	2	10	2	110	130	20	170	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	110	1	45	1	2	10	2	110	130	20	170	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	396	390	175	413	455	171	171	xxxx	xxxxxx	240	xxxx	xxxxxx
Potent Cap.:	568	548	874	553	505	879	1418	xxxx	xxxxxx	1339	xxxx	xxxxxx
Move Cap.:	553	539	874	518	496	879	1418	xxxx	xxxxxx	1339	xxxx	xxxxxx
Level Of Service Module:												
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.5	xxxx	xxxxxx	7.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	618	xxxxxx	xxxx	749	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.8	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	12.8			9.9			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #262: Fanyon Street / Kennedy Drive

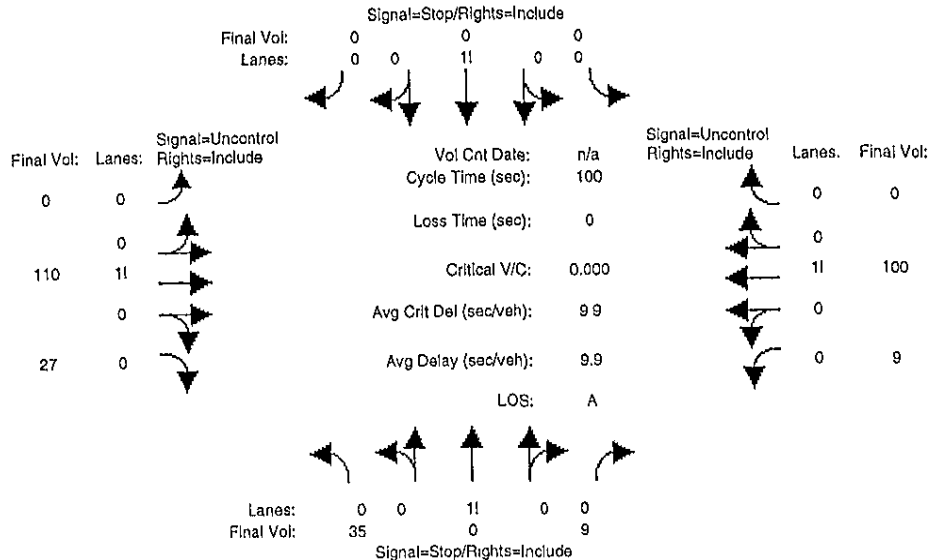


Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----																				
Volume Module: >> Count Date: 28 May 2003 <<																				
Base Vol:	6		0		17	0		0		0	0	115		18	7	96		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	6		0		17	0		0		0	0	115		18	7	96		0		0
Added Vol:	0		0		0	0		0		0	0	0		0	0	0		0		0
PasserByVol:	0		0		0	0		0		0	0	0		0	0	0		0		0
Initial Fut:	6		0		17	0		0		0	0	115		18	7	96		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	6		0		17	0		0		0	0	115		18	7	96		0		0
Reduct Vol:	0		0		0	0		0		0	0	0		0	0	0		0		0
Final Vol.:	6		0		17	0		0		0	0	115		18	7	96		0		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		4.1	xxxx	xxxxxx	xxxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		2.2	xxxx	xxxxxx	xxxxxx		
----- ----- ----- ----- -----																				
Capacity Module:																				
Cnflct Vol:	234	xxxx			124	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		133	xxxx	xxxxxx	xxxxxx		
Potent Cap.:	759	xxxx			932	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		1464	xxxx	xxxxxx	xxxxxx		
Move Cap.:	756	xxxx			932	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		1464	xxxx	xxxxxx	xxxxxx		
----- ----- ----- ----- -----																				
Level Of Service Module:																				
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		7.5	xxxx	xxxxxx	xxxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*		A	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	879	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		xxxxxx	xxxxxx	xxxxxx	xxxxxx		
Shrd StpDel:	xxxxxx	9.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx		7.5	xxxxxx	xxxxxx	xxxxxx		
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*	*		A	*	*	*		
ApproachDel:		9.2					xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx			xxxxxx	xxxxxx	xxxxxx		
ApproachLOS:		A					*	*	*	*	*	*	*			*	*	*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #262: Fanyon Street / Kennedy Drive

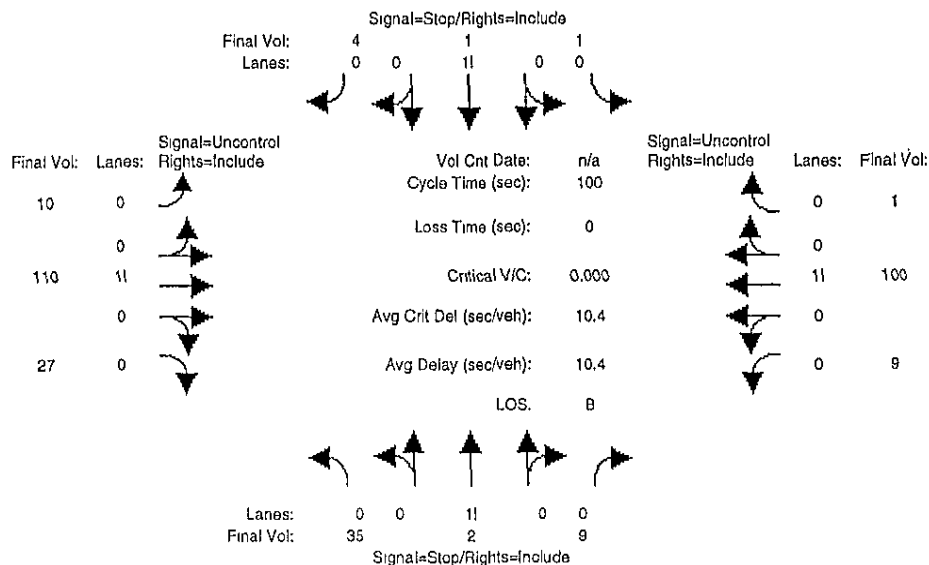


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	35	0	9	0	0	0	0	110	27	9	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	9	0	0	0	0	110	27	9	100	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	9	0	0	0	0	110	27	9	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	9	0	0	0	0	110	27	9	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	0	9	0	0	0	0	110	27	9	100	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	242	xxxx	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	xxxx	xxxxx
Potent Cap.:	751	xxxx	933	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1459	xxxx	xxxxx
Move Cap.:	748	xxxx	933	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1459	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	779	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Project PM

Intersection #262: Fanyon Street / Kennedy Drive

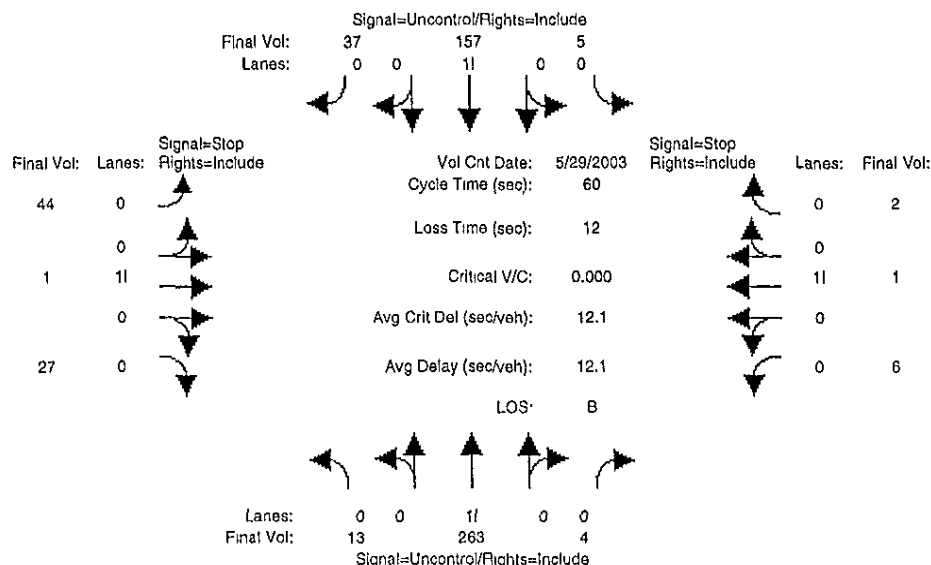


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	35	2	9	1	1	4	10	110	27	9	100	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2	9	1	1	4	10	110	27	9	100	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2	9	1	1	4	10	110	27	9	100	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	2	9	1	1	4	10	110	27	9	100	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	2	9	1	1	4	10	110	27	9	100	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	265	263	124	267	276	101	101	xxxx	xxxxxx	137	xxxx	xxxxxx
Potent Cap.:	692	646	933	689	635	960	1504	xxxx	xxxxxx	1459	xxxx	xxxxxx
Move Cap.:	682	638	933	674	627	960	1504	xxxx	xxxxxx	1459	xxxx	xxxxxx
Level Of Service Module:												
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	717	xxxxxx	xxxx	828	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.4	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.4			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #263: Evans Road / Kennedy Drive

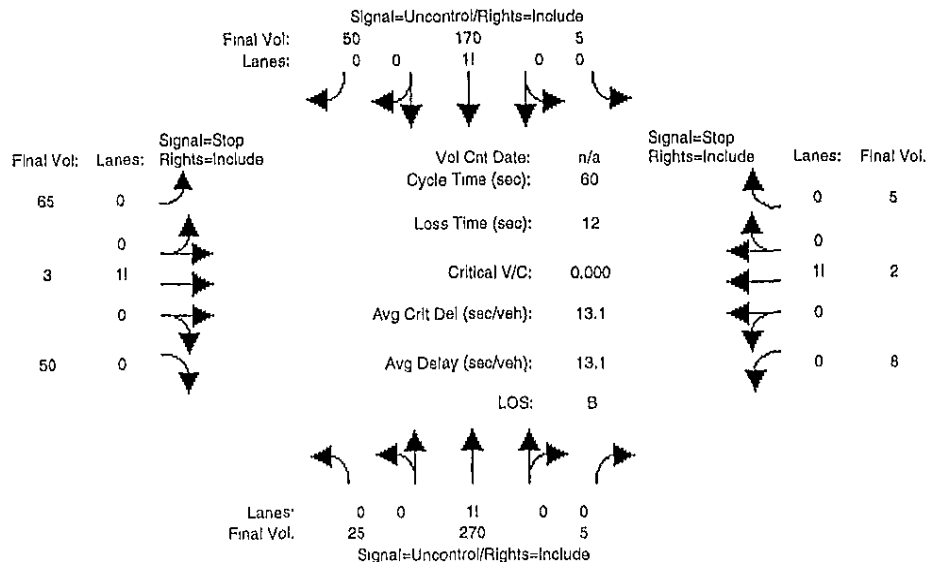


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 29 May 2003 <<												
Base Vol:	13	263	4	5	157	37	44	1	27	6	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	263	4	5	157	37	44	1	27	6	1	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	263	4	5	157	37	44	1	27	6	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	263	4	5	157	37	44	1	27	6	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	13	263	4	5	157	37	44	1	27	6	1	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	194	xxxx	xxxxxx	267	xxxx	xxxxxx	478	479	176	491	495	265
Potent Cap.:	1391	xxxx	xxxxxx	1308	xxxx	xxxxxx	501	489	873	492	479	779
Move Cap.:	1391	xxxx	xxxxxx	1308	xxxx	xxxxxx	494	483	873	471	472	779
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	590	xxxxxx	xxxx	516	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.0	xxxxxx	xxxxxx	12.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				12.0			12.1	
ApproachLOS:	*			*				B			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #263: Evans Road / Kennedy Drive

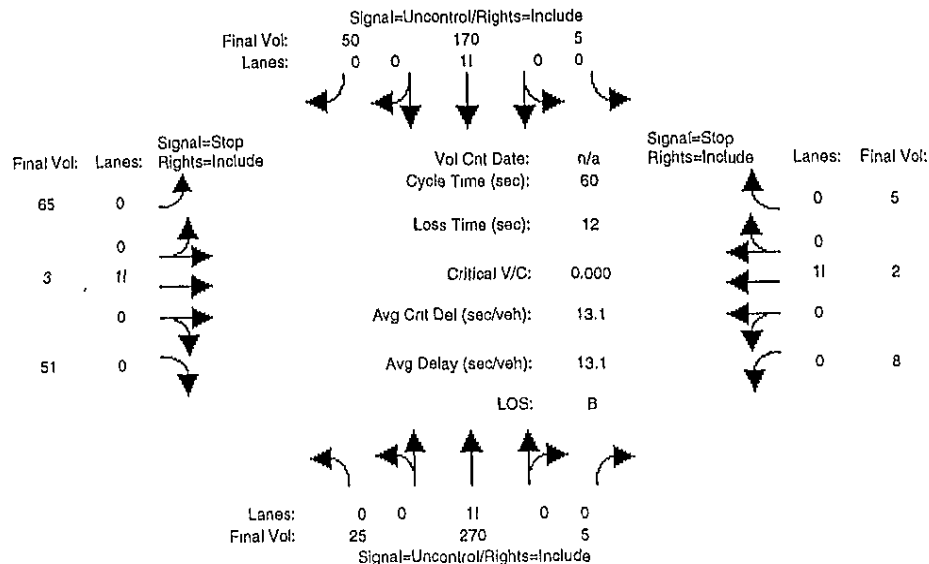


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	270	5	5	170	50	65	3	50	8	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	270	5	5	170	50	65	3	50	8	2	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	270	5	5	170	50	65	3	50	8	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	270	5	5	170	50	65	3	50	8	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	270	5	5	170	50	65	3	50	8	2	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	220	xxxx	xxxxx	275	xxxx	xxxxx	531	530	195	554	553	273
Potent Cap.:	1361	xxxx	xxxxx	1300	xxxx	xxxxx	462	457	851	446	444	771
Move Cap.:	1361	xxxx	xxxxx	1300	xxxx	xxxxx	450	447	851	411	434	771
Level of Service Module:												
Stopped Del:	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	562	xxxxx	xxxx	491	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				13.1			12.6	
ApproachLOS:	*			*				B			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Project AM

Intersection #263: Evans Road / Kennedy Drive

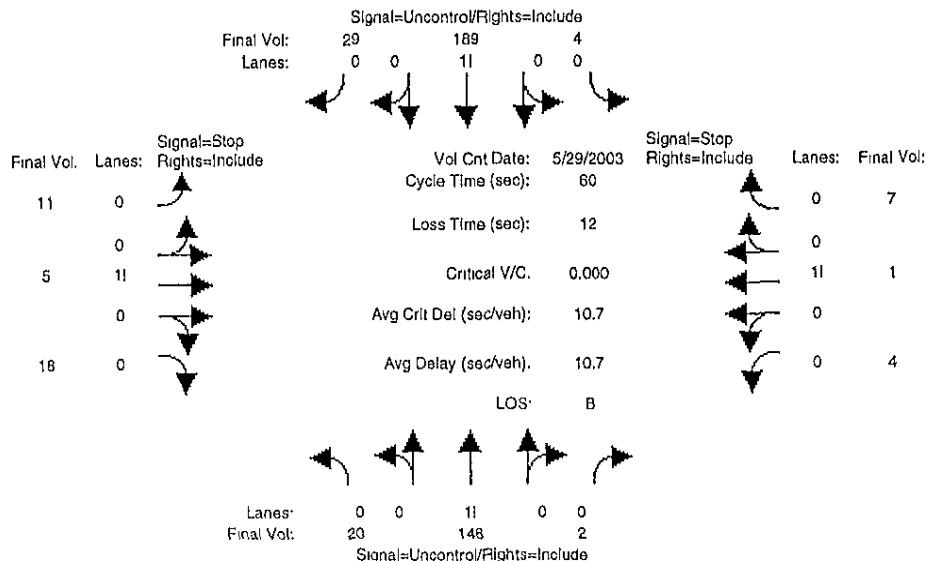


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	270	5	5	170	50	65	3	51	8	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	270	5	5	170	50	65	3	51	8	2	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	270	5	5	170	50	65	3	51	8	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	270	5	5	170	50	65	3	51	8	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	25	270	5	5	170	50	65	3	51	8	2	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	220	xxxx	xxxxxx	275	xxxx	xxxxxx	531	530	195	555	553	273
Potent Cap.:	1361	xxxx	xxxxxx	1300	xxxx	xxxxxx	462	457	851	446	444	771
Move Cap.:	1361	xxxx	xxxxxx	1300	xxxx	xxxxxx	450	447	851	410	434	771
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	564	xxxxxx	xxxx	490	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.1	xxxxxx	xxxxxx	12.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				13.1			12.6	
ApproachLOS:	*			*				B			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #263: Evans Road / Kennedy Drive

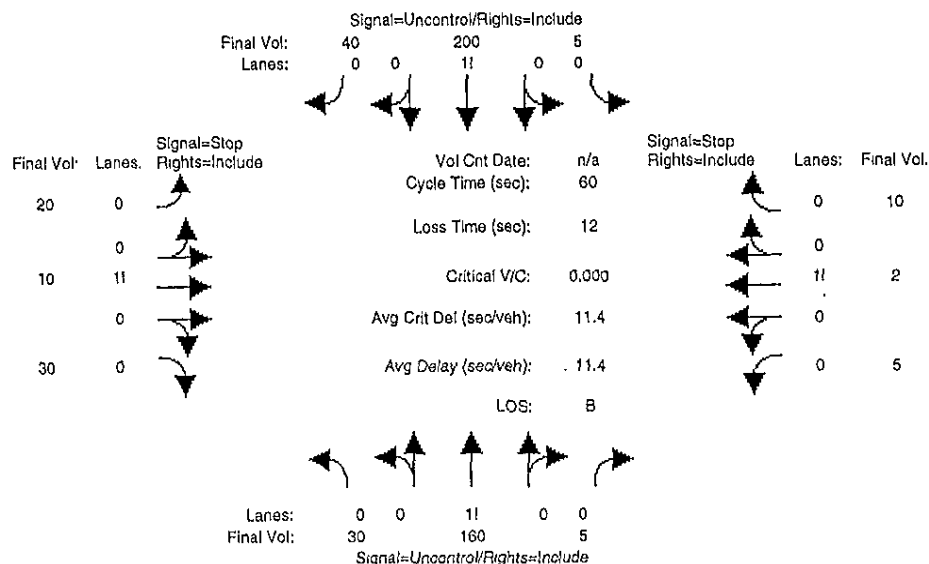


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 29 May 2003 <<												
Base Vol:	20	148	2	4	189	29	11	5	18	4	1	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	148	2	4	189	29	11	5	18	4	1	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	148	2	4	189	29	11	5	18	4	1	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	148	2	4	189	29	11	5	18	4	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	148	2	4	189	29	11	5	18	4	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	218	xxxx	xxxxxx	150	xxxx	xxxxxx	405	402	204	412	415	149
Potent Cap.:	1364	xxxx	xxxxxx	1444	xxxx	xxxxxx	560	540	842	554	531	903
Move Cap.:	1364	xxxx	xxxxxx	1444	xxxx	xxxxxx	548	531	842	531	522	903
Level Of Service Module:												
Stopped Del:	7.6	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	668	xxxxxx	xxxx	698	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.7	xxxxxx	xxxxxx	10.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			10.3		
ApproachLOS:	*			*			B			B		

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #263: Evans Road / Kennedy Drive

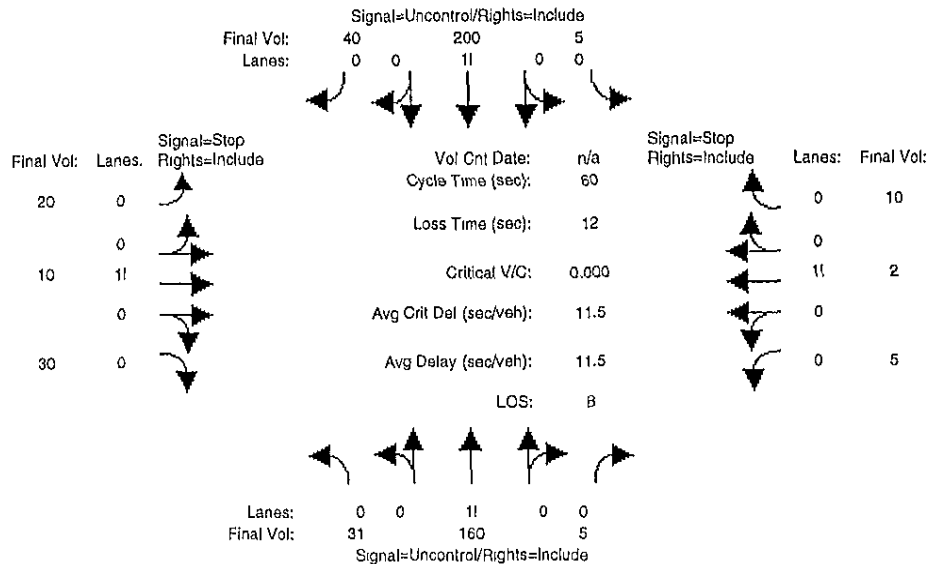


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	160	5	5	200	40	20	10	30	5	2	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	160	5	5	200	40	20	10	30	5	2	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	160	5	5	200	40	20	10	30	5	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	160	5	5	200	40	20	10	30	5	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	30	160	5	5	200	40	20	10	30	5	2	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	240	xxxx	xxxxx	165	xxxx	xxxxx	459	455	220	472	472	163
Potent Cap.:	1339	xxxx	xxxxx	1426	xxxx	xxxxx	516	504	825	505	493	888
Move Cap.:	1339	xxxx	xxxxx	1426	xxxx	xxxxx	498	491	825	470	480	888
Level Of Service Module:												
Stopped Del:	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	619	xxxxx	xxxx	652	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				11.4			10.7	
ApproachLOS:	*			*				B			B	

City of Milpitas Traffic Database
Transportation Division
Kennedy Drive Residential

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Project PM

Intersection #263: Evans Road / Kennedy Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	31	160	5	5	200	40	20	10	30	5	2	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	160	5	5	200	40	20	10	30	5	2	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	160	5	5	200	40	20	10	30	5	2	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	160	5	5	200	40	20	10	30	5	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	160	5	5	200	40	20	10	30	5	2	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	240	xxxx	xxxxxx	165	xxxx	xxxxxx	461	457	220	475	475	163
Potent Cap.:	1339	xxxx	xxxxxx	1426	xxxx	xxxxxx	515	503	825	504	492	888
Move Cap.:	1339	xxxx	xxxxxx	1426	xxxx	xxxxxx	497	489	825	468	478	888
Level Of Service Module:												
Stopped Del:	7.7	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	618	xxxxxx	xxxx	651	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.5	xxxxxx	xxxxxx	10.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				11.5			10.7	
ApproachLOS:	*			*				B			B	



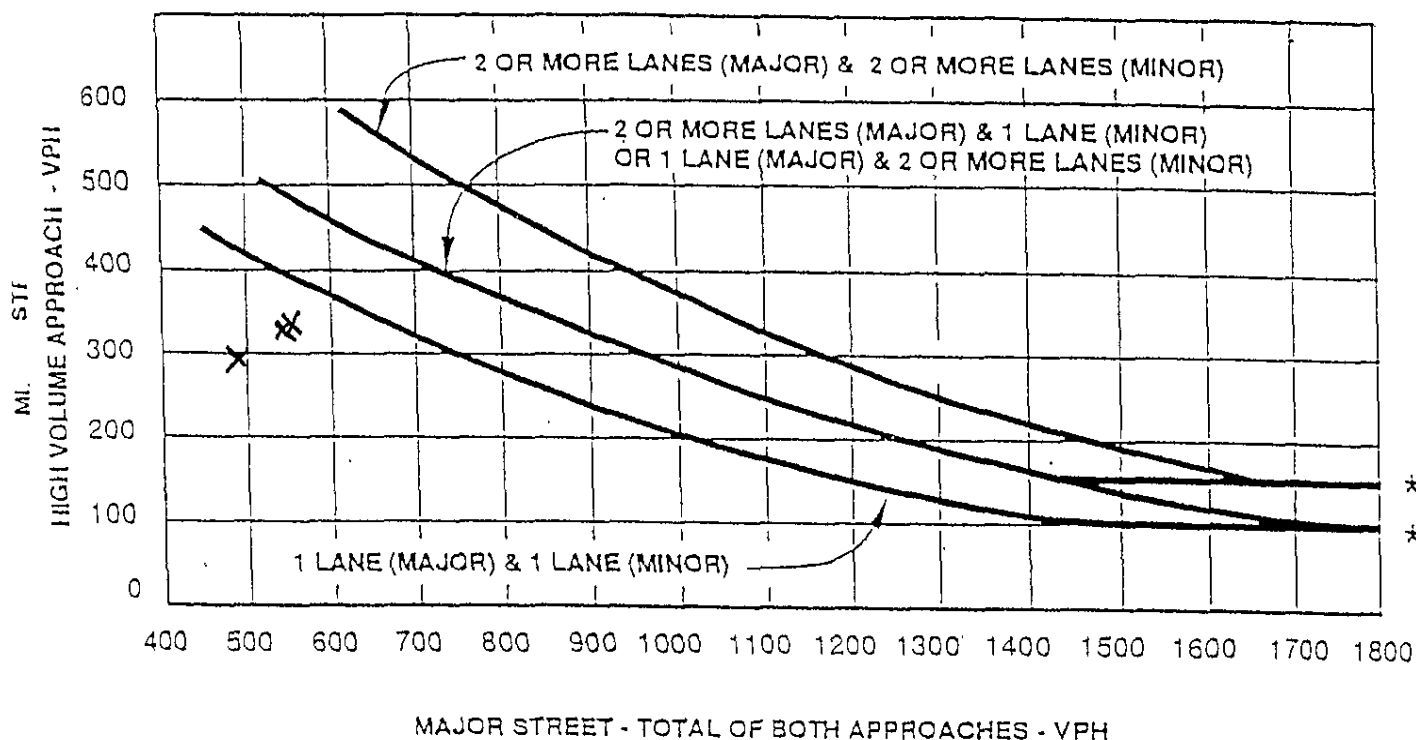
HEXAGON TRANSPORTATION CONSULTANTS, INC.

Appendix B

Signal Warrant Sheets

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

N. Park Victoria / Kennedy



WARRANT 11 - Peak Hour Volume

AM Peak

SATISFIED*

YES

NO

☒

Approach Lanes		One	2 or more	Existing	Background	Project	Hour
Both Approaches	Major Street <i>N. Park Victoria</i>		X	483	542	544	
Highest Approaches	Minor Street <i>Kennedy</i>	X		288	325	335	

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

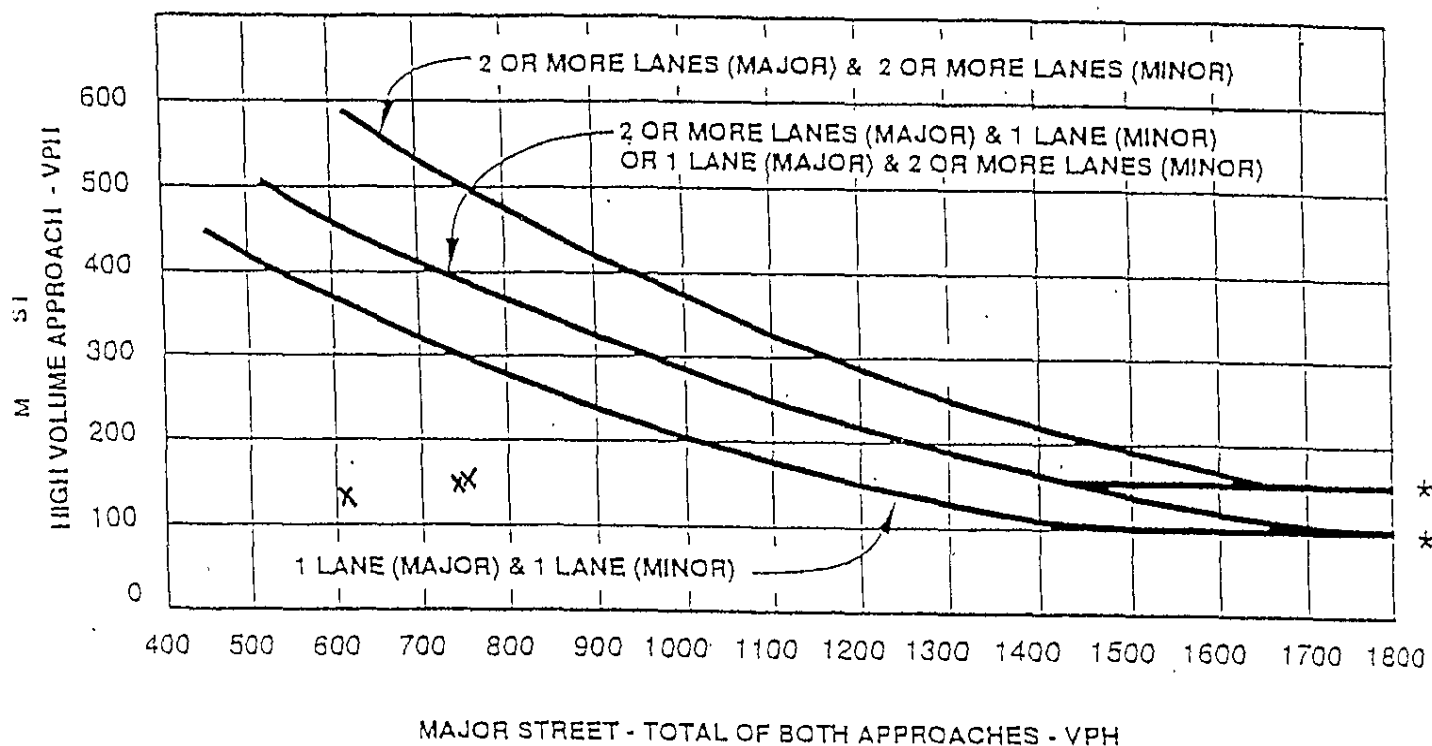
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

N. Park Victoria / Kennedy



WARRANT 11 - Peak Hour Volume

PM Peak

SATISFIED*

YES ☐ NO ☒

Approach Lanes		One	2 or more	Existing	Background	Project	Hour
Both Approaches	Major Street <i>N. Park Victoria</i>		X	612	744	754	
Highest Approaches	Minor Street <i>Kennedy</i>	X		133	147	151	

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied. *No No No*

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

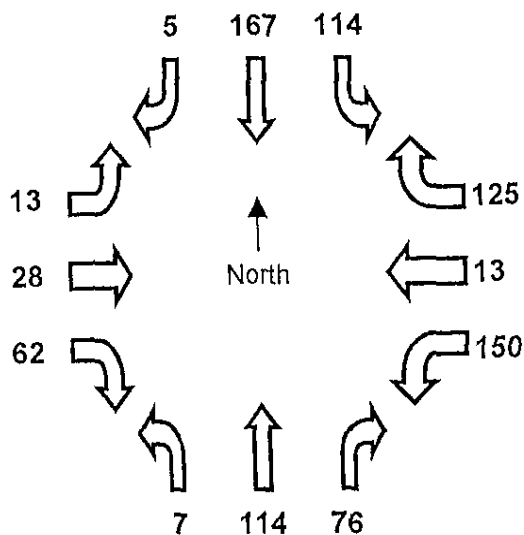
Appendix C
Traffic Counts

Project MILPITAS
 Date Time - weather 5/27/03 - CLEAR
 Name HALEY / SUNDBERG
 Intersection name PARK VICTORIA / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	24	7	17	0	21	13	17	3	12	0	0
7:30	1	52	33	43	0	54	22	47	4	29	1	2
7:45	3	98	59	73	0	81	42	80	5	44	6	8
8:00	4	160	112	116	8	139	71	101	5	57	25	10
8:15	6	191	121	142	13	171	89	131	10	74	28	13
8:30	9	219	127	156	15	196	97	152	12	82	30	15
8:45	9	254	132	173	16	219	101	169	16	88	33	17
9:00	13	275	144	186	17	249	106	199	20	101	33	18

Totals													
8:00	4	160	112	116	8	139	71	101	5	57	25	10	808
8:15	5	167	114	125	13	150	76	114	7	62	28	13	874
8:30	8	167	94	113	15	142	75	105	8	53	29	13	822
8:45	6	156	73	100	16	138	59	89	11	44	27	9	728
9:00	9	115	32	70	9	110	35	98	15	44	8	8	553
Peak	5	167	114	125	13	150	76	114	7	62	28	13	874

AM Peak Hour Volumes

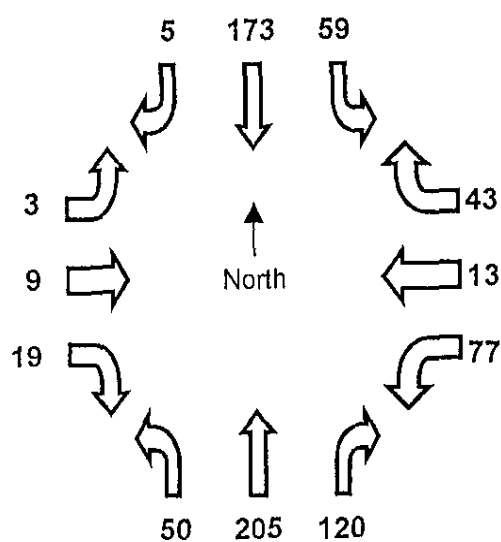


Project MILPITAS
 Date Time - weather 5/27/03 - CLEAR
 Name SUNDBERG / HALEY
 Intersection name PARK VICTORIA / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
400	0	0	0	0	0	0	0	0	0	0	0	0
415	3	37	11	11	4	21	22	41	7	9	0	2
430	6	79	23	19	4	26	47	80	20	15	1	3
445	7	119	40	36	7	43	77	135	34	19	3	4
500	8	153	53	41	11	63	112	184	49	24	5	5
515	9	203	70	50	15	82	138	234	63	31	7	5
530	11	252	82	62	17	103	167	285	70	34	10	6
545	15	290	95	75	19	126	187	348	87	37	10	8
600	15	322	111	85	22	147	221	386	96	41	13	11

Totals													
400	8	153	53	41	11	63	112	184	49	24	5	5	708
415	6	166	59	39	11	61	116	193	56	22	7	3	739
430	5	173	59	43	13	77	120	205	50	19	9	3	776
445	8	171	55	39	12	83	110	213	53	18	7	4	773
500	7	169	58	44	11	84	109	202	47	17	8	6	762
Peak	5	173	59	43	13	77	120	205	50	19	9	3	776

PM Peak Hour Volumes



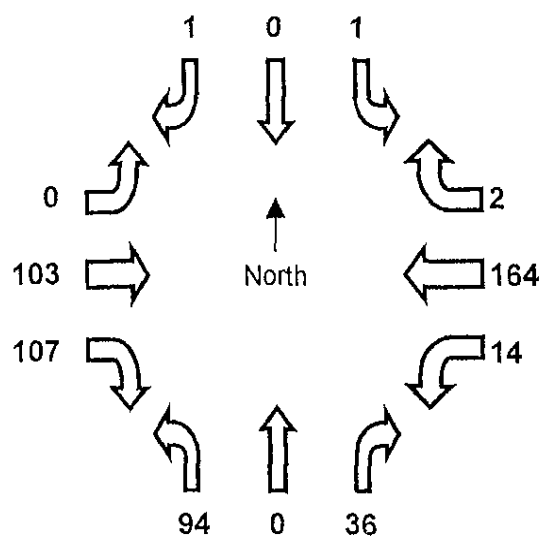
Project MILPITAS
 Date Time - weather 5/28/03 - CLEAR
 Name SPARGUR / SUNDBERG
 Intersection name FANYON / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	35	2	3	0	5	9	10	0
7:30	0	0	0	0	73	6	6	0	14	27	26	0
7:45	0	0	0	0	107	9	9	0	40	62	58	0
8:00	1	0	1	2	159	13	28	0	71	109	101	0
8:15	1	0	1	2	199	16	39	0	99	116	113	0
8:30	1	0	1	2	214	16	40	0	111	120	123	0
8:45	2	0	1	3	241	17	40	0	117	122	136	0
9:00	2	0	1	3	262	18	40	0	121	126	148	0

Totals

8:00	1	0	1	2	159	13	28	0	71	109	101	0	485
8:15	1	0	1	2	164	14	36	0	94	107	103	0	522
8:30	1	0	1	2	141	10	34	0	97	93	97	0	476
8:45	2	0	1	3	134	8	31	0	77	60	78	0	394
9:00	1	0	0	1	103	5	12	0	50	17	47	0	236
Peak	1	0	1	2	164	14	36	0	94	107	103	0	522

AM Peak Hour Volumes

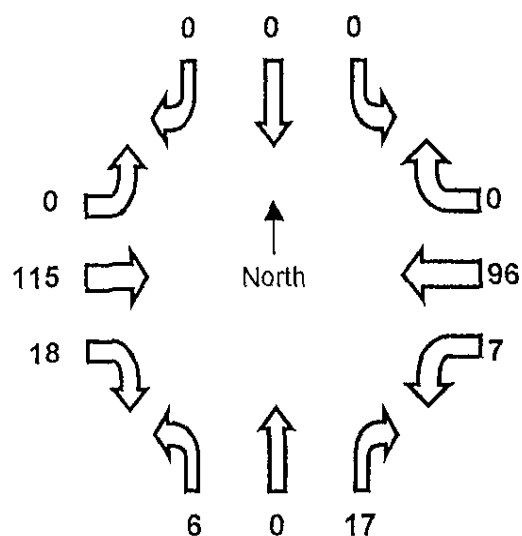


Project MILPITAS
 Date Time - weather 5/28/03 - CLEAR
 Name SUNDBERG / HALEY
 Intersection name FANYON / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
400	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	15	0	3	0	2	8	19	0
430	0	0	0	0	33	4	7	0	6	14	49	0
445	0	0	0	0	48	5	14	0	7	19	59	0
500	0	0	0	0	62	6	17	0	8	24	79	0
515	0	0	0	0	86	9	23	0	11	30	108	0
530	0	0	0	0	113	11	26	0	11	32	138	0
545	0	0	0	0	138	12	29	0	12	37	165	0
600	0	0	0	0	158	13	34	0	14	42	194	0

Totals													
400	0	0	0	0	62	6	17	0	8	24	79	0	196
415	0	0	0	0	71	9	20	0	9	22	89	0	220
430	0	0	0	0	80	7	19	0	5	18	89	0	218
445	0	0	0	0	90	7	15	0	5	18	106	0	241
500	0	0	0	0	96	7	17	0	6	18	115	0	259
Peak	0	0	0	0	96	7	17	0	6	18	115	0	259

PM Peak Hour Volumes



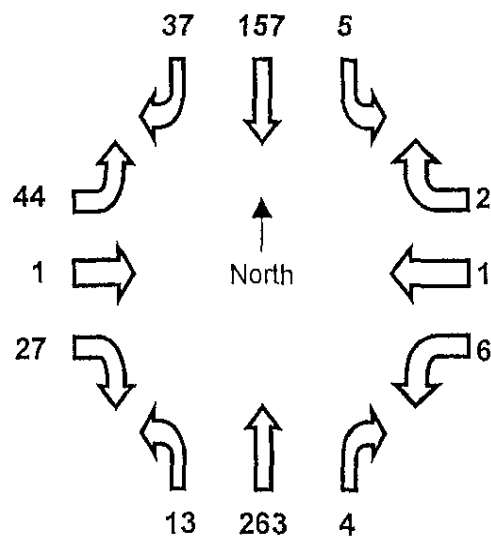
Project MILPITAS
 Date Time - weather 5/29/03 - CLEAR
 Name SUNDBERG / SPARGUR
 Intersection name EVANS / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	12	1	0	3	0	1	24	4	3	0	6
7:30	1	32	1	0	3	0	1	77	4	9	0	9
7:45	8	76	2	0	3	1	2	152	7	17	0	25
8:00	26	121	5	0	3	3	2	222	12	28	1	38
8:15	34	170	6	1	4	6	4	279	16	34	1	50
8:30	38	189	6	2	4	6	5	340	17	36	1	53
8:45	41	206	6	3	5	8	5	382	17	39	1	64
9:00	51	226	7	3	5	9	6	416	19	39	1	69

Totals

8:00	26	121	5	0	3	3	2	222	12	28	1	38	461
8:15	33	158	5	1	1	6	3	255	12	31	1	44	550
8:30	37	157	5	2	1	6	4	263	13	27	1	44	560
8:45	33	130	4	3	2	7	3	230	10	22	1	39	484
9:00	25	105	2	3	2	6	4	194	7	11	0	31	390
Peak	37	157	5	2	1	6	4	263	13	27	1	44	560

AM Peak Hour Volumes

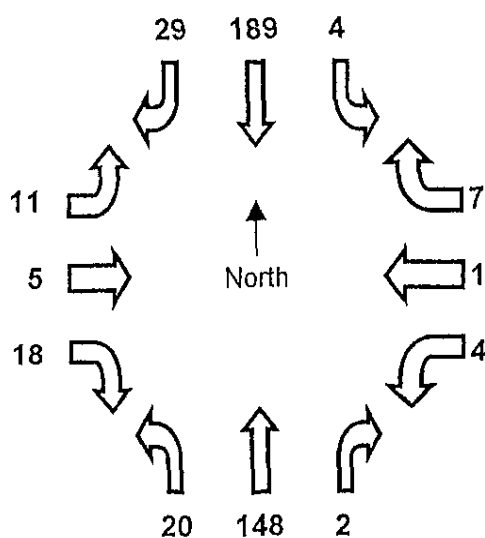


Project MILPITAS
 Date Time - weather 5/29/03 - CLEAR
 Name SUNDBERG / SPARGUR
 Intersection name EVANS / KENNEDY

Start Time	North			East			South			West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
400	0	0	0	0	0	0	0	0	0	0	0	0
415	7	33	1	5	1	0	0	36	2	1	0	3
430	11	60	1	7	1	0	0	62	5	3	0	9
445	15	94	2	9	1	1	1	88	5	4	0	13
500	23	132	2	10	1	1	1	128	14	6	0	17
515	27	185	2	10	1	2	3	164	21	13	1	19
530	33	239	4	11	2	3	3	206	23	14	2	23
545	41	274	5	14	2	5	3	235	29	20	2	25
600	52	321	6	17	2	5	3	276	34	24	5	28

Totals													
400	23	132	2	10	1	1	1	128	14	6	0	17	335
415	20	152	1	5	0	2	3	128	19	12	1	16	359
430	22	179	3	4	1	3	3	144	18	11	2	14	404
445	26	180	3	5	1	4	2	147	24	16	2	12	422
500	29	189	4	7	1	4	2	148	20	18	5	11	438
Peak	29	189	4	7	1	4	2	148	20	18	5	11	438

PM Peak Hour Volumes





CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

Certificate of Fee Exemption

Department of Fish and Game de Minimis Impact Finding

To: County of Santa Clara
Office of the County Clerk
191 North First Street
San Jose, CA 95113

From: City of Milpitas
Planning Division
455 E. Calaveras Boulevard
Milpitas, CA 95035

Project Title: Vesting Major Tentative Map (P-MA2003-2 & P-EA2003-8) for a 19-lot single-family residential subdivision.

Project Location: 1405 Kennedy Drive, Milpitas, CA (APN 029-41-024)

Project Description: The proposal is to subdivide a 3.6-acre site into 19 single-family residential lots. The site is currently developed as a church, and the project includes demolition of the existing church building, parking lot and landscaping. This land subdivision will accommodate the development of 19 single-family detached homes.

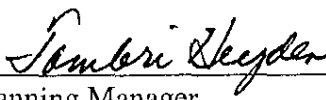
Project Proponent: The Riding Group, Attn: Kendall Riding or Tom Quaglia, 99 Almaden Blvd., Ste. 720, San Jose, CA 95113

Findings of Exemption:

1. An initial study has been conducted by the City of Milpitas, which has evaluated the potential for this project to cause an adverse effect -- either individually or cumulatively - on wildlife resources as defined by Section 711.2 of the Fish and Game Code.
2. When considering the record as a whole, there is no evidence before the lead agency that the proposed project will have potential for an adverse effect on wildlife resources or the habitat upon which the wildlife depends.

Certification:

I hereby certify that the City of Milpitas, as lead agency, has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.



Planning Manager

7/15/03

Date

**Department of Planning, Recreation & Neighborhood
Services**



July 15, 2003

Kendall Riding
The Riding Group
One Almaden Blvd., Ste. 705
San Jose, CA 95113

**Subject: Acceptance of Mitigation Measures for Kennedy Drive 19-lot
Residential Subdivision, Milpitas**

Dear Ms. Riding:

In accordance with the California Environmental Quality Act (CEQA), an Initial Study has been prepared regarding your application. The City's Planning Division has determined that with mitigation measures, no significant environmental impacts would result from implementation of your proposed project. Section 15070(b) of the State CEQA Guidelines provides for the preparation of a Negative Declaration if the applicant agrees to the mitigation measures listed in the Initial Study.

Please review the attached staff-recommended mitigation measures. If you have any questions call me at (408) 586-3273. If you agree with the following mitigation measures, please sign this letter and return the original to me by 5:00 pm, July 22, 2003.

**MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE
POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL:**

Mitigation Measure regarding air quality during construction

During all construction activities on-site, the project applicant/developer shall adhere to the following Best Management Practices as suggested by BAAQMD:

- 1. Watering all active construction areas twice daily and more often during windy periods. Active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.;*
- 2. Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least a 2 feet freeboard level within their truck beds;*

3. *Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.*
4. *Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;*
5. *Sweep streets daily with water sweeper if visible soil material is carried onto adjacent public streets;*
6. *Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more);*
7. *Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);*
8. *Limit traffic speeds on unpaved areas to 15 mph;*
9. *Install sandbags or other erosion control measures to prevent silt runoff to public roadways;*
10. *Plant vegetation in disturbed areas as quickly as possible;*
11. *Suspend excavation and grading (all earthmoving or other dust-producing activities) or equipment during periods of high winds when watering cannot eliminate visible dust plumes.*

Mitigation Measure regarding geologic hazards

1. *Prior to building permit issuance, the applicant shall submit to the City's Building Division a design-level geotechnical investigation for the project, to address the potential geologic hazards identified in the Initial Study on the site. Potential impacts resulting from liquefaction-induced settlements and lateral spreading shall be mitigated by following the recommendations of the design-level geotechnical investigation. Structures and foundations shall be designed based upon the results of a detailed analysis of liquefaction potential on the building site. The project building and structures shall be designed and constructed in conformance with the requirements of the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.*

Mitigation Measures regarding urban runoff

1. *Rainwater gutters/downspouts shall be directed to landscaped areas.*
2. *Front yard landscaping shall be installed prior to final building inspection/occupancy.*

Mitigation Measure regarding noise

1. *Project grading and construction activities shall not occur outside the hours of 7:00 AM to 7:00 PM on weekdays and weekends, and shall not occur on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor*

Day, Thanksgiving Day and Christmas Day, as per the City of Milpitas Noise Ordinance.

Harold Ridge
Applicant

7/16/03
Date

Sincerely,

Annelise Judd
Annelise Judd
Assistant Planner